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號拾五百式千壹萬貳第

日九初月七年寅丙

HONGKONG, MONDAY, AUGUST 16TH, 1926 壹拜禮

號六拾月八年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATIONS	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep. 8.40	9.15	10.30	11.40	12.00	1.15	2.30	3.45	5.00
Yau Ma Tei...	Dep. 8.50	9.24	10.39	11.49	12.09	1.24	2.39	3.54	5.09
Shatin...	Dep. 9.00	9.34	10.49	11.59	12.19	1.34	2.49	4.04	5.19
Tai Po...	Dep. 9.10	9.44	11.00	12.10	12.30	1.44	3.00	4.15	5.30
Tai Po Market...	Dep. 9.20	9.54	11.10	12.20	12.40	1.54	3.10	4.25	5.40
Fanning...	Dep. 9.30	10.04	11.20	12.30	12.50	2.04	3.20	4.35	5.50
Shung Shui...	Dep. 9.40	10.14	11.30	12.40	13.00	2.14	3.30	4.45	6.00
Shum Shui...	Dep. 9.50	10.24	11.40	12.50	13.10	2.24	3.40	4.55	6.10

STATIONS	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Shum Shui...	Dep. 7.51	8.05	10.38	11.40	1.58	3.00	4.17	5.13	6.38
Shung Shui...	Dep. 7.59	8.13	10.46	11.48	2.06	3.08	4.25	5.21	6.46
Fanning...	Dep. 8.08	8.22	10.55	11.57	2.15	3.17	4.34	5.30	6.55
Tai Po...	Dep. 8.18	8.32	11.05	12.07	2.25	3.27	4.44	5.40	7.05
Tai Po Market...	Dep. 8.28	8.42	11.15	12.17	2.35	3.37	4.54	5.50	7.15
Shatin...	Dep. 8.38	8.52	11.25	12.27	2.45	3.47	5.04	6.00	7.25
Yau Ma Tei...	Dep. 8.48	9.02	11.35	12.37	2.55	3.57	5.14	6.10	7.35
Kowloon...	Dep. 8.58	9.12	11.45	12.47	3.05	4.07	5.24	6.20	7.45

SHA TAU KOK BRANCH.

STATIONS	A.M.	A.M.	P.M.	P.M.
Fanning...	Dep. 7.45	11.30	3.20	6.25
Shataukok...	Dep. 8.40	12.25	4.15	7.20

STATIONS	A.M.	P.M.	P.M.	P.M.
Fanning...	Dep. 7.45	11.30	3.20	6.25
Shataukok...	Dep. 8.40	12.25	4.15	7.20

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from
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FACILITIES FOR THE REPAIRING OF ALL
FIREARMS.
DR. LE CLERC'S V.I.C. APPOINTMENT
DR. LE CLERC'S V.I.C. APPOINTMENT
DR. LE CLERC'S V.I.C. APPOINTMENT
DR. LE CLERC'S V.I.C. APPOINTMENT

CHINESE SPECULATION.

MONEY BEING INVESTED IN
RAILWAYS.

FOREIGN INTERVENTION WILL
INCREASE SHARE VALUE.

AN INTERESTING THEORY.

Mr. Rodney Gilbert, writing from Peking
to the N.C. Daily News on August 15th,
advances the interesting theory that
Chinese are speculating in railways be-
cause they are convinced that conditions
will force foreign intervention and that
their railway shares will go up. He says:
The trend of Chinese investments often
indicates more clearly and directly what
the Chinese think of the state of their
country than the trend of their conver-
sation. When the Chinese banks gamble
in domestic bonds, for instance, instead
of backing industries and financing
sound commercial transactions, it means
that they are loaded up with money
which their depositors have nervously
withdrawn from legitimate business and
that they are desperately trying to turn
it over so that they can pay interest on
it. When domestic bonds go up to the
very top of the market and stay there,
with no sellers, the banks are not holding
them, but the general public is buying
them hungrily because there are virtually
no safe investments in the country into
which they can put the money that they
have withdrawn from the chaotic interior.
At this writing the public tell us very
clearly that they want and fully expect
foreign intervention in China's domestic
affairs. Statesmen in London and
Washington may protest as much as they
like that they would not dream of inter-
fering with China's muddled affairs and
that she must work out her own salva-
tion, but the Chinese cannot believe it.
They are absolutely sure that when con-
ditions get bad enough, the foreigner will
intervene to safeguard his investments
and, bad as conditions are, they know
that they are getting rapidly worse.
They feel sure that when intervention
comes war will cease, the military will
be ousted from their high administrative
posts and their control of the railways,
and trade throughout the country will
boom. They have much more faith in
our ability to work these miracles over-
night than most of our folk have. In
their own ability to work out their coun-
try's salvation they have no faith at all,
but they do believe that their officials are
going to complete the country's ruin in
the very near future. We know all this
much more surely than if the entire
Chinese press voiced these sentiments
because the Chinese investors have com-
menced hungrily buying up railway
bonds.

RAILWAYS BAD YET BOUGHT.

If there is to be no intervention in
China's affairs within a reasonably short
time, it would be hard to pick a worse
investment than China's terribly abused
railways. Half the time they are devoted
to purely military purposes, and the
rolling stock is ruthlessly abused by
irresponsible soldiery. When they do
serve commercial purposes in part, the
gross receipts are seized by the military,
the managers have great difficulty in
keeping back enough for salaries, almost
nothing goes into upkeep and the pay-
ment of interest coupons on foreign loans
is looked upon by the Tchuans as sheer
folly. Purveyors of material supplies
have been swindled until the railways
either have to pay cash or do without the
supplies—so many of the lines performe
do without the bare essentials. Natural-
ly the bonds are very low on the market
and since everyone knows that the rail-
ways are going to get in very much
worse condition while the military
continue to control them there is not the
slightest hope that the bonds will increase
in intrinsic worth.
Yet it is these bonds which the Chinese
are now buying and they will tell you
confidentially why everyone is after them
and why they will probably go up to the
market in phenomenal fashion. It is
simply because all Chinese are sure that
conditions are going to be so bad in the
immediate future that the foreigner can
do nothing but intervene. Then they
say, the bonds will at once go up to par
value and those who bought them when
they were low, careless of interest and
careless of their intrinsic worth, will
make huge profits on them. This idea
has to be very widely prevalent to inspire
consciousness bond movements but it is
already conspicuous enough for the native
bankers to have noticed it. It is the kind
of thing that they are constantly looking
for, since they can find no legitimate
investments, because each such movement
provides them with a new field of en-
deavour. If the idea takes a firm hold
upon the investing public, the banking
cliques can step in, buy up enough rail-
way bonds to control the market and then
(Continued on next column.)

TRAVELLING IN HUNAN.

CONDITIONS IN THE PROVINCE.

RIVER TRAFFIC SUSPENDED.

CANTON ARMY'S METHODS.

Missionaries have just arrived from
Yungchow, Hunan and are able to give
us first hand information as to the state
of the countryside in a district from
which there has been practically no news
for over a month, writes the N.C. Daily
News correspondent at Wuchang on
August 4th.
The missionaries in question were told
that it would be highly dangerous to at-
tempt the journey to Changsha on
account of the large number of soldiers
in the area through which they would
have to pass. On visiting the local
magistrate, however, they were informed
—and correctly informed—that they need
have no apprehension on this score, but
that the bandits were now very active.
Willing to run the risk of the latter,
they proceeded to make preparations for
leaving, but found that, although there
were many boats tied up at Yungchow,
none of these was free to sail. It was
not until they had gone some 10 miles
down the river bank that they were able
to find a houseboat able to take them.
BOATS TIED UP.

All the way down the river from Yung-
chow to Hanchow the same conditions
held. At every riverside town there were
large numbers of boats tied up, but the
amount of traffic on the river, apart
from that engaged in transporting
troops and military equipment of all
kinds, was negligible. In fact, they re-
ported that during the whole of this stage
of the journey they did not see one other
houseboat of respectable dimensions.
The travellers were unable to obtain
any satisfactory explanation why such a
peculiar state of things should exist but
believe that all boats have recently been
registered and that they may not move
without official sanction. Moreover, it
would appear as if these boats were being
held in readiness in case of emergency.
Colour is lent to this conclusion by an
incident which was witnessed one night
at a little riverside hamlet, Leichishih,
at which they moored in company with
some half-a-dozen other small boats.
During the night, two men disembarked
from a down-stream launch and proceed-
ed to inspect the moored boats, interro-
gating the occupants as to their busi-
ness, whence they had come and their
destination. On their learning that for-
eigners occupied one boat, the travellers
were not troubled further, but a little
further along the line there was suddenly
a great deal of shouting and a launch
was ejected from his boat and beaten.
(Continued on next column.)

ALL BUSINESS NOW A LOTTERY.

In the Treaty Ports, under the pro-
tecting shadow of the wicked "im-
perialist" there is still some sound
business for Chinese banks to do. In the
interior where the Tupan caters to his
own whims and the playful soldier dis-
ports himself, every legitimate trading
venture is a gamble and if the Chinese
were not such courageous gamblers there
would not be any trade. No farmer in
any northern province knows who is go-
ing to reap the crop he plants, and no
reaper knows whether he is going to be
able to thresh and winnow his grain be-
fore a few armed bullocks in grey uniforms
appear, riding on a commandeered cart,
to demand the whole fruit of a season's
work.
To-day Farmer Wang goes forth and
sows five mow of wheat just heading
beautifully and thinks that this year he
can pay back the money that he borrowed
for grandfather's extravagant funeral.
To-morrow he goes forth and finds a
battalion of cavalry camped where his
wheat was and when he is indiscreet
enough to make his exit known he is
informed that if he cannot produce a few
hundred taels of brain offhand he and his family
will find themselves in difficulties.
The trader who sets out from Cheng-
chow in Hunan for Sianfu in Shensi with
a few mule loads of merchandise is as
much of an adventurer as any of Queen
Elizabeth's courtiers who sold their
estates and outfitted ships to find the
North-West passage or fight for the gold
of Orm and Ind. It is better business
to manipulate bonds than to finance such
triflers with Destiny. It is better busi-
ness still to buy forward on intervention
if you really believe that it's possible.
Obviously the Chinese investor in railway
bonds does.

TRAIN HOLD-UP.

CONDUCTOR KILLED AND
ANOTHER WOUNDED.

200 PASSENGERS TAKEN FOR
RANSOM.

BANDITS DARING OUTRAGE.

[FROM OUR CHINESE CORRESPONDENT.]

Another train robbery on the Canton-
Shanghai Railway occurred on the morning
of August 13th, between the stations of
Siatong and Sheungpak. The bandits
killed one conductor and wounded
another and took 200 passengers into
captivity for ransom.
A dozen bandits, it is said, boarded the
train as passengers at Canton. When
passing Siatong they threatened the
engine driver with revolvers and ordered
him to stop. Then they signalled to their
comrades who had been in hiding near
this spot.
A launch was ready near-by and loot
and captives were simply transferred from
the train to the launch.
Before the engine driver stopped the
train, he succeeded in sounding the signal
of distress by five blasts of the whistle.
The bandits, however, were able to make
good their escape before the arrival of
some 30 members of the people's volun-
teers.
It appears that he was carry-
ing some women passengers and had not
registered his boat. He was forced to
return, bag and baggage, whence he had
come.

HENCHOW FILLED WITH SOLDIERS.

Henchow is filled chock-a-block with
soldiers. There seem to be more soldiers
than civilians on the streets, many of
them being merely lads of 14 or 15 years
of age. General Li Chung-jean, Com-
mander of the 7th Army has his head-
quarters here. Between Hanchow and
Changsha conditions seemed more or less
normal and no difficulty was experienced
in obtaining a passage from Changsha
to Hankow. The steamer, of course, was
heavily plated as protection against pos-
sible rifle fire.
The Southern Army has adopted a
novel method of levying on the country
districts and towns. They give out that
they are of the people and that therefore
they will not impose heavy levies on the
country folk. What they have done is
simply to print off hundreds of thousands
of dollar notes which they force the
citizens to accept as currency, thus tem-
porarily inflating the currency and
finally, when they move on, repudiating
the issue.
In some districts the old-time-honoured
method has been resorted to but even
here they have made a new departure.
Instead of approaching two or three of
the leading men of the town and making
them responsible for the collection of the
required sum, as has been the custom of
all armies heretofore, they have gone
direct to the smaller men from whom
they demand proportionately smaller
amounts.
Throughout the whole journey, the mis-
sionaries, passed or were passed by a
constant stream of Southern troops preas-
ing northward.

USEFUL PASSPORTS.

It should be added that these mis-
sionaries state that they personally had
the easiest journey they have yet experi-
enced and that their passports stood
them in good stead.
They said that above Hsiangtan there
has been very little damage from the
floods, but that along the stretch of the
Hsiang River from Hsiangtan to Chang-
sha, a distance of about 80 miles, the
damage has been very severe indeed.
Postal and telegraphic services through-
out the whole area are very badly dis-
organized and thoroughly unreliable.
The people are being fed on such news
as the commanders see fit to give them
but, in the opinion of those who have
just arrived this news is rather less un-
reliable than the news that we in Kweichow
are receiving.
Letters from a missionary, who has
recently returned to Liuyang state that
he found the city filled with about 8,000
troops recently arrived from Kwang-
tung. Numbers of these were occupying
the mission buildings, the Girls Boarding
School, Chapel and even the foreigners
houses. He, himself, was not allowed
to remain in his own house. On attempt-
ing to enter, he was none too cordially
received, being abused as a "ti kuo chu
i ti ren" and shown the door. How-
ever the troops are moving on and he
was hoping that he would be able to call
his house his own once more. Apparent-
ly the buildings and their contents have
not been damaged at all.

EXSHAW'S

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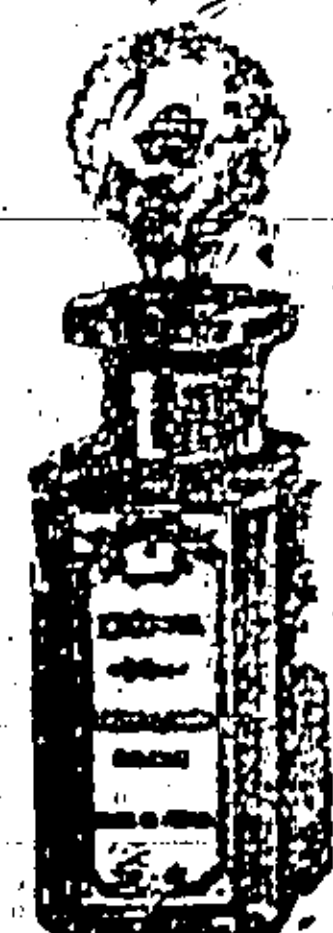


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Gives a natural colour to pale cheeks

Both in glass pots

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WEEK-END SPORT.

LAWN BOWLS.

RESULTS OF SATURDAY'S SECOND DIVISION MATCHES.

The East Point Recreation Club are
now in a favourable position in the Lawn
Bowls League by defeating Talkoo in
the Second Division on Saturday after-
noon. It would appear that it will be a
fight to a finish between them and the
Kowloon Cricket Club as to who shall
win the championship. East Point have
the advantage, for they have two easy
chances to win in the concluding games,
while the K.C.C. have to meet a strong
team in the Craignower side, playing
on the Valley.

The Yacht Club won with credit against
the Civil Service second string and im-
proved their position in the League. The
K.C.C. won against the Club de Recreoio,
and thus still remain at the head of the
League table, for although tying in
points with East Point, they have a
slightest better "shot" average. The
game between the Indian R.C. and the
Craignower C.C. did not take place as
the former were unable to raise a team.

THE RESULTS.

The results in the various games were
as under:—

R.H.K.Y.C. v. CIVIL SERVICE C.C.

At home the Yacht Club defeated the
Civil Service C.C. by 9 shots.

Scores:—

R.H.K.Y.C.—Vaux, Wood, Ramsay and
Russell (Skip) 9; Croucher, Carpenter,
Dixon and Edwards (Skip) 31; Davies,
Anderson, Lang and Shields (Skip) 33.
C.S.C.C.—Beattie, Westlake, Haynes
and Lambie (Skip) 24; Watt, Archibald,
Knott and Alderman (Skip) 13; Jones,
Rose, Davies and Allen (Skip) 17.

Totals:—R.H.K.Y.C., 63; C.S.C.C., 51.

TALKOO R.C. v. EAST POINT R.C.

This game was won by the East Point
R.C. by the margin of 24 shots.

Scores:—

T.R.C.—Warnock, Boyle, Chalmers and
McKechnie (Skip) 17; Waid, Craig, J.
Sloan and Seath (Skip) 11; Maxwell,
Richmond, Stalker and Grimes (Skip) 23.
E.P.R.C.—McKellar, Webster, Shaw
and Whiteford (Skip) 30; Baker, Glover,
Henderson and McTavish (Skip) 34.
Samways, Williamson, McKellar and Lee
(Skip) 11.

Totals:—T.R.C., 51; E.P.R.C., 73.

KOWLOON C.C. v. CLUB DE RECREIO.

The K.C.C. won this match by 25
shots.

Scores:—

K.C.C.—Smith, Labrum, Gibson and
Goodwin (Skip) 18; Gorvin, Abraham,
Taccia, and Hill (Skip) 34; Overy, Lam-
mert, Robinson and Fraser (Skip) 13.

Club de Recreoio.—Souza, J. Ribeiro,
A. Ribeiro and Jul-Ribeiro (Skip) 20;
Yanovitch, Sequeira, Marques and
Rozario (Skip) 9; Silva, F. X. Silva,
Romeiros and Souza (Skip) 14.

Totals:—K.C.C., 68; C. de R., 43.

FRIENDLY GAMES.

The Craignower C.C. were at home to
teams in the First Division. They lost
three rinks out of four playing, the most
surprising being Bradbury's rink, who
playing against a non-League skip failed
to hold their own.

The scores were:—

C.C.C. v. T.R.C.

C.C.C.—Neves, Van de Lily, Sousa
and Bradbury (Skip) 24.

T.R.C.—Muirhead, Grimshaw, Peterson
and Whyte (Skip) 17.

C.C.C. v. P.R.C.

C.C.C.—Alves, Fritz, Rossiter and
Omar (Skip) 17.

P.R.C.—Taylor, Field, A. Clark and
Moss (Skip) 31.

C.C.C. v. C.S.C.C.

C.C.C.—Ribeiro, Mow Fung, Fisher and
Dennis (Skip) 20.

C.S.C.C.—Smith, Brawn, Oswick and
Deakin (Skip) 19.

*—After extra head.

C.C.C.—Muskett, Clow, Rose and Bass
(Skip) 23.

C.S.C.C.—Liang, Hoolidge, Gregory
Maughan (Skip) 18.

KOWLOON DOCK R.C. v. "DUNDEE"

A very pleasant afternoon was
spent on the Kowloon Dock Green,
the occasion being the annual match be-
tween the "Club" and "Dundonians"
in the Colony. At the conclusion of the
game spoons were presented to the win-
ning rinks by Mr. J. Ogg. The after-
noon's arrangements were in the capable
hands of Mr. Simpson.

(Continued on next column.)

TENNIS LEAGUE.

"C" DIVISION.

K.C.C. v. H.K.C.C.

Played on the Kowloon C.C. courts on
Saturday, the Home team winning by 19
games.

R. E. Lindsell and E. Abraham
lost to M. M. Watson and S.
Garrard 2-6
beat Smith and Mason 6-5
beat J. T. Prior and G. S.
Hugh Jones 5-3

10-14

A. Lecot and T. Atkins:
beat M. M. Watson and S. M.
Garrard 2-2
beat Smith and Mason 10-1
beat J. T. Prior and G. S.
Hugh Jones 7-4

26-7

D. J. Purves and J. Lyal:
beat M. M. Watson and S. M.
Garrard 7-4
lost to Smith and Mason 4-7
lost to J. T. Prior and G. S.
Hugh Jones 3-5

14-19

Total 59-40

The scores were:—

K.D.R.C.—Cooper, Dixon, Johnston
and Duncan (Skip) 21; R. Goodman,
Hare, Brown and Lapsley (Skip) 33;
Lindsay, Ramsay, Henderson and Gray
(Skip) 13; S. Goodman, Neilson, Greig
and McKelvie (Skip) 23.

Dundonians.—Fender, Logan, Chap-
man and Simpson (Skip) 13; Ogg, Parks,
Nichol and McLeod (Skip) 15; Tallon,
Ferguson, Sword and J. Clark (Skip) 13;
Reid, Scott, Chapman and Hazel (Skip)
15.

Totals:—K.D.R.C., 95; Dundonians, 56.

LEAGUE TABLES.

The following are the positions in the
League to date:—

DIVISION I.

	P.	W.	D.	L.	P.
Talkoo R.C.	10	8	0	2	16
Kowloon Dock	10	7	0	3	14
Craignower C.C.	10	7	0	3	14
Civil Service	10	4	1	5	9
Kowloon B.G.C.	10	2	0	8	4
Police R.C.	10	1	1	8	3

DIVISION II.

	P.	W.	D.	L.	P.
Kowloon C.C.	12	9	0	3	18
East Point R.C.	12	8	0	4	16
Talkoo R.C.	12	6	0	6	12
Civil Service C.C.	13	7	1	4	15
R.H.K.Y.C.	12	5	0	7	10
Craignower C.C.	11	4	0	7	8
Club de Recreoio	12	3	1	8	7
Indian R.C.	10	1	0	9	2

SHOTS FOR AND AGAINST.

DIVISION I.

	For.	Agst.	Up.	Da.
Talkoo R.C.	655	520	135	0
Kowloon D.R.C.	586	563	53	0
Craignower C.C.	614	565	49	0
Civil Service	559	530	0	21
Kowloon B.G.C.	525	602	0	77
Police R.C.	493	632	0	139

DIVISION II.

	For.	Agst.	Up.	Da.
Kowloon C.C.	789	641	148	0
East Point R.C.	751	615	136	0
Talkoo R.C.	718	679	39	0
Civil Service C.C.	749	743	6	0
R.H.K.Y.C.	727	728	1	0
Craignower	618	624	0	6
Club de Recreoio	634	751	0	117
Indian R.C.	489	691	0	292

FRESH-DRAW OPEN DOUBLES.

It has been officially notified that owing
to a technical error, the open doubles
Championship has had to be re-drawn.
Secretaries of Clubs are, therefore, asked
to destroy the cards already sent.
The new draw, together with the draw for
the Spey Royal Cup Competition, will
be forwarded to all Clubs within the
next few days.

INTERPORT TRIAL.

It is requested that all those players
who have signified their possibility of
being able to make the trip to Shanghai
in the coming Interport games there, will
turn up at the Kowloon Bowling Green
at 3.30 p.m. on Saturday, August 21st,
for a trial game.

NEW ZEALAND VISITORS.

During the past week the Kowloon
Bowling Green Club has had the pleasure
of a visit from two New Zealand bowlers
in Messrs. Broad and McNeil, who hail
from Invercargill, in Southland. They
engaged in a rink game on two nights,
and greatly enjoyed themselves.
Mr. Broad is accompanied by Mrs. and
Miss Broad, and with Mr. McNeil, the
whole party is enigmatically of Hongkong.
They leave on Wednesday on their return
to New Zealand.

INTER-DEPARTMENTAL COMPETITION.

Following on their recent victory over
the Police, the Sanitary Department de-
feated the Revenue Department in the
inter-departmental competition yesterday
afternoon, on the Police Recreation Club
ground, after a very close game, the
margin being one shot.

The teams and scores were:—
Sanitary Department.—Taylor, Smith,
Gregory and Hill (Skip) 20.
Revenue Department.—Beattie, Tren-
grove, Watt and Tallon (Skip) 19.
The Sanitary Department thus enters
the final.

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Best Portland Cement.

SHEWAN, TOMES & CO.

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Java

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To-day it is rapidly becoming known as one of the Gems of the
Pacific—The Pearl of the Orient—and attracts Tourists and Visitors
from all parts of the world.

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oppressive and trying local sum-
mer, there is no place which holds
forth such a pleasing prospect of
complete change of surroundings,
of scenery and of climate.

8 days to Batavia, a short journey
then takes the traveller to the
Highlands, where all the trials of heat
and humidity are forgotten in a
temperate climate unsurpassed in
any tropical country.

Big Game shooting

Wonderful ancient Temples

Motor tours through magnificent scenery

Dolce far niente, for those who prefer it, in

Hill resorts like Sindanglaja or Tosari, where

Fires in the evening will be appreciated.

The magnificent vessels of the Java-China-Japan Line sail
direct to Batavia, or to Sourabaya via Macassar, and give the
traveller the added charm of a sea voyage through Calm and
Tropic Seas under Ideal Conditions.

S.S. "TJIMANOEK" August 20th. S.S. "TJIKEMBANG" August 26th.

The Return Fare to Batavia from Hongkong is \$300.

Full particulars of trips in Java and through the Dutch
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Depth on Centre of

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—THREE SLIPWAYS—

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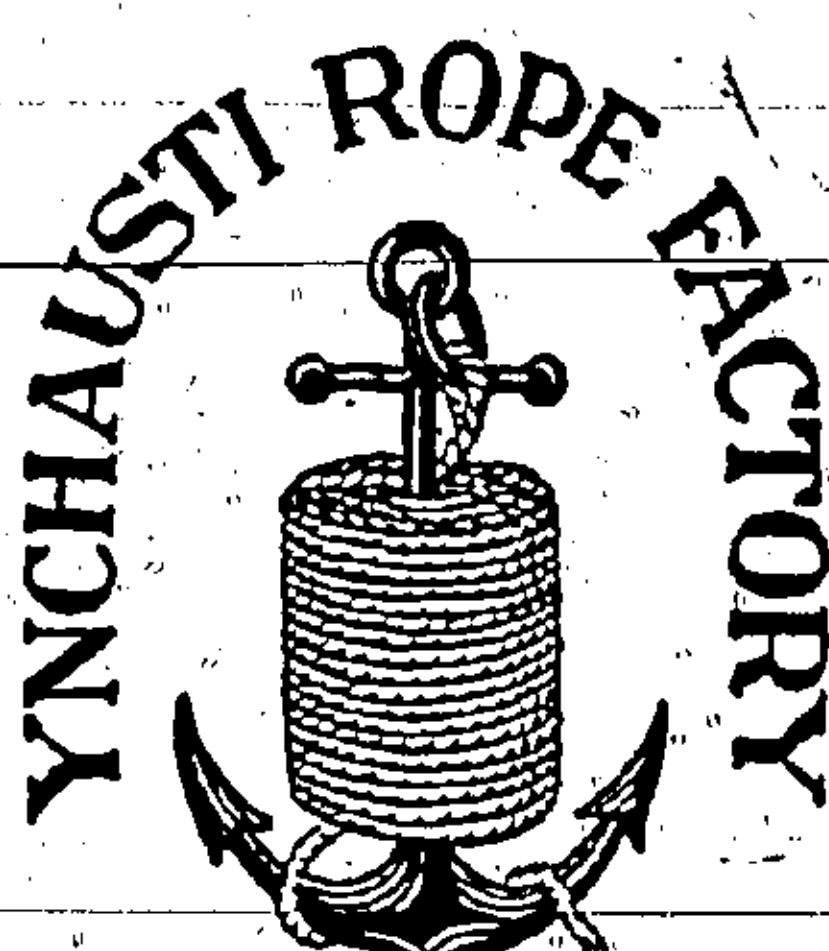
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Basing in sterling by sixteenths and other currencies by smallest notes.

An Exchange Table covering a Large Range in
One-Third the space of the old-fashioned table.

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"NORTH-CHINA DAILY NEWS" SHANGHAI.

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WEEKLY PRESS, July to December
1925

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THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

Do. 1 for Bladder & Uterus. Do. 2 for Blood & Skin Diseases. Do. 3 for Chronic Catarrhs. Price 2/6 each. Do. 1 & 2 in 1/6. Do. 3 in 1/6. Do. 1 & 3 in 2/6. Do. 2 & 3 in 2/6. Do. 1, 2 & 3 in 4/6. Do. 1 & 2 & 3 in 1/1.

TRADE CONDITIONS AT HOME.

THE EFFECT OF THE COAL STRIKE

PIECE-GOODS TRADE WITH CHINA.

The monthly reviewed of Barclay's Bank, Ltd., for July, says:—
The Board of Trade returns for May provide an indication of the effect of the general strike and of the stoppage in the coal industry upon this country's overseas trade. It is probable that owing to the disorganisation which resulted from the extensive interruption of business, many importers and exporters did not render their returns to the Customs Authorities as promptly as usual and, to that extent, the figures for May represent less than the full volume of external trade during that month, but even after allowance has been made for this factor, the contraction in the turnover is undoubtedly considerable.

Imports, at \$21.3 millions, were \$23.1 millions less than in the corresponding month a year ago and \$21.3 millions less than in April, 1925, while British exports, at \$45.8 millions, declined by \$18.4 millions and \$7 millions respectively. The export trade was also considerably affected, partly because of the difficulty in obtaining shipping facilities, with the consequence that re-exports, at \$7.5 millions, were \$3.7 millions less than in the preceding month and \$7 millions less than in May, 1925, total exports at \$53.3 millions, being lower by \$10.7 millions and \$3.4 millions respectively.

OVERSEAS TRADE.

The decline in the overseas trade in comparison with April, 1925, and with May, 1925, extended over practically all groups of commodities but, in relation to May, 1925, the contraction of \$18.4 millions in British exports occurred principally in manufactured goods, the total of \$28.1 millions for that group being \$12 millions less than in the corresponding month a year ago.

The principal decline in imports of manufactured articles occurred in non-ferrous metals, which, at \$2.3 millions, were \$1.4 millions less than in May, 1925, and \$1.6 millions less than in April, 1925, the lower figures recorded under this heading being mainly attributable to reduced arrivals of copper, lead, and tin. Imports of touring motor cars and of silk and silk manufactures were considerably less than in the corresponding month a year ago, but the comparison is affected by the fact that in May, 1925, imports of these goods were exceptionally high, in anticipation of the new Customs duties which came into force on July 1st, 1925.

COAL TRADE.

Normally, the principal item among British exports of raw materials is coal, and the contraction in this group in May is largely due to the absence of coal shipments to overseas destinations. Following the stoppage in the mines on April 30th, since which date production has been almost entirely suspended, coal exports were speedily reduced, and shipments have only been permitted by the Government in exceptional circumstances. During May, imports of coal from abroad were of a negligible amount, but, during June, arrivals have been on a considerably larger scale and the Secretary of Mines stated in the House of Commons on June 22nd that between May 1st and June 24th, approximately 55,000 tons of foreign coal had been received, while active chartering of tonnage for the transport of coal to this country from foreign sources has recently been reported.

COAL PRODUCTION IN GREAT BRITAIN.

Tons.	
1913	287,000,000
1924	287,000,000
1925	244,000,000
1926 (Total to May 1st)	90,000,000

COTTON PIECE-GOODS.

In spite of the dislocation resulting from the industrial situation, exports of cotton piece-goods in May, although appreciably less than in the corresponding month a year ago, were substantially greater than in April, 1925. This improvement is more striking in view of the sharp fall in shipments to China, 10,361,900 square yards being despatched to that country in May, compared with 16,912,900 square yards in the preceding month and with 13,304,300 square yards in May, 1925. Demand for China has, on the whole, continued quiet throughout June, and the failure of that market to show any substantial recovery is one of the principal factors responsible for the continued depression in the industry. Exports of piece-goods to India in May, however, were appreciably higher, amounting to 129,881,200 square yards valued at \$2,783,562, compared with 100,053,400 square yards valued at \$2,730,021 in May, 1925, and with 114,679,800 square yards valued at \$2,447,222 in April, 1926. In recent weeks, the shortage of fuel supplies has necessitated a curtailment of activities in certain directions, and on June 8th, the Federation of Master Cotton Spinners' Associations decided to recommend all spinners of American cotton to close their mills during the week ended June 19th and afterwards to work alternate weeks during the continuance of the coal dispute. The recommendation has been generally adopted and, in effect, it involves a reduction in average working hours per week from 36 to 24, as, during the weeks when the mills will be operating, the full normal 48 hours will be worked.

LIVELY LIPTON'S MEETING.

RETURN THE BOARD OUT-CRY

BY SHAREHOLDERS.

SIR THOMAS ATTACKED.

Catcalls, boos, ironical cheers and shouts of "Turn the old Board out" characterised the general meeting of Lipton's. There were calls from some shareholders for the resignation of Sir Thomas Lipton, the Chairman, and other directors.

The great hall at Winchester House, where the meeting was held, was packed with shareholders, some of whom constantly interrupted the meeting with demands for the entire reorganisation of the company.

At times it was impossible for the chairman to retain order, and his voice was drowned amid a torrent of boos and cheers.

"MAKE THE BOARD RESIGN."

Sir John Ferguson, the new deputy-chairman, was greeted with cheers, and following the putting of the balance sheet and report a shareholder proposed as an amendment that the report should only be passed on an agreement.

Sir Thomas to resign for eighteen months and leave Sir John an entirely free hand with the affairs of the company.

This was seconded by another shareholder, who shouted: "Go for a year's trip in your yacht, Sir Thomas, and give us a chance to get straight without you."

"Make all the old board resign and get some new men," shouted another shareholder.

This interjection was followed by loud cheers and counter-cheers.

Another shareholder declared that almost an entirely new staff was required if the business was to be a success.

On the advice of the legal adviser of the company, Sir Charles Russell, the chairman refused to put the amendment to the report and balance-sheet, which were finally carried after a stormy scene and calls for a count.

DIRECTORS' RE-ELECTION TUSSELE.

The re-election of one of the directors, Mr. Alfred Bowker, was also opposed by a number of shareholders, who called out, "Sack him as an example to the others if we can't get rid of the lot."

On being put to the vote, however, Mr. Bowker's re-election was carried by a small majority.

Other shareholders demanded the appointment of a shareholders' committee of inquiry, but this was not put to the vote.

SIR JOHN FERGUSON AND REORGANISATION.

Earlier, in reviewing at Sir Thomas's invitation the balance-sheet, Sir John Ferguson said the directors were undergoing considerable anxiety owing to the large drop in the profits of the company.

In the short time he had been associated with the company he had not been able to collect all the figures which would enable him to put forward a scheme for the reorganisation of the company, but he might tell them that management and other expenses were being considerably curtailed and everything had been done to put the company on a sound basis.

The company was twofold. It had its retail organisation and was also a producing company, and it was necessary to get the correct balance of these two sides of the concern.

Sir Thomas Lipton, expressing his great regret at the company's position, said it had meant a very serious financial loss to him personally as he had never sold one of his shares since the beginning of the company.

SIR THOMAS'S LOSS.

Sir Thomas said while frankly admitting that the results of the past year had been most disappointing, in many directions the company's operations had been satisfactory. The business was sound at the core and with energetic and capable handling would be brought back to its former state of prosperity.

"I understand this business he said, 'as well as any man can. It represents my life's work, and it is my intention to see it restored to its former position in the trade before long. I am prepared to sacrifice all ideas of rest and recreation in order that the business which bears my name shall regain and retain its wonted position.'"

"FREE HAND" URGED.

Mr. T. Day congratulated the directors on acquiring such an eminent colleague as Sir John Ferguson, but it would be impossible, he said, even for Sir John to succeed unless he had a perfectly free hand in making any changes he considered necessary in the organisation of the Company's business.

Mr. Howard said the report was the worst they had ever had. Their competitors had had a very successful year. What their competitors could do surely they were in a position to do. Mr. Johnston said it was no use talking about industrial depression as the cause of their troubles. Industrial depression had assisted some of their competitors.

Sir Thomas had done his best, but the time had come to give way to young men with new ideas.

"We ought to call upon him to resign his active control of this company, and Sir John Ferguson ought to have a perfectly free hand."

A shareholder: A new board.

Another Wonderful Programme TO-DAY at THE QUEEN'S

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FROM CAKEWALK TO JAZZ

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LEWIS STONE

IN

WHY MEN LEAVE HOME

A FIRST NATIONAL ATTRACTION.

GIRL WHO RAN A HUGE BUSINESS.

£10,000 BEQUEST FOR A LONDON
SECRETARY."I SHALL JUST GO ON WITH MY
WORK."

A London girl who worked her way up from the bottom of the ladder in the business world till she reached a position involving control of a huge organisation has just won the reward of her industry in the form of a bequest of £10,000 from her late employer while she is still in her twenties.

She is Miss D. K. Hearn, whose home is at Boveney-road, Honor Oak, S.E. Her late employer, Mr. E. A. Graham, was the well-known electrical engineer, who left £140,000.

ACTED AS DEPUTY.

In the will of Mr. Graham, appears a sum of £10,000 bequeathed to Miss Hearn for her long and loyal services in the capacity of private secretary.

"I was with Mr. Graham for thirteen years," Miss Hearn told the *Evening Standard* representative, "and during that time I worked my way up steadily from the very bottom of the ladder."

"I went to him with everything to learn, yet before his death I was not only his confidential private secretary, but I was his deputy in his absence."

"He was proprietor and manager of the company, and inventor as well. In his absence I had full authority to deal with all matters relating to the business of the firm and to act for him in every way."

"Now that he is gone I am remaining in my old position for the present at any rate."

"I found no difficulty in becoming more and more acquainted with business affairs until I actually acquired control."

"Not only was I able to serve Mr. Graham in a secretarial capacity and an administrative one, but I also helped him considerably in his experimental work."

"In the research which he conducted in his special laboratories I was his assistant, and in my training and practice I acquired familiarity with the scientific details necessary for the development of the telephone, in the special way in which he developed it."

NO HOLIDAY.

"The legacy will make no great difference to me. I do not intend to take a Continental holiday or indulge in any out-of-the-way celebration."

"I shall just go on with my work and live here quietly with my mother."

"I am proud to be a London girl, and a South London girl born and bred. I have always lived here at Honor Oak, and I went to school at Reding College in Peckham."

"Then I trained for a business career, and eventually went to Mr. Graham."

Miss Hearn is inclined to thoughtful pursuits and has little time for sport.

Mrs. Graham, discussing the bequest, paid a tribute to Miss Hearn's work on behalf of her husband: "She was a very valued servant," she said, "and during my husband's illness was in charge of the business."

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUPEY, August 13th.

Paris	1784
Brussels	1804
Amsterdam	12.11
Berlin	20.40
Copenhagen	18.27
Vienna	34.37
Helsingfors	193

(Continued at foot of next column.)

HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

August 14th, 1926.

Hongkong Bank	£1100 buy.
Do. London	£2128 nom.
Chartered Bank	£220 buy.
Mercantile Bank A. & B.	£230 nom.
Do. O.	£213 nom.
P. & O. Bank	£294 buy.
East Asia Bank	£84 buy.
Canton Insurance	£630 sel.
China Underwriters	£120 buy.
North China Insurance	£115 nom.
Union Insurance	£329 sel.
Yankee Insurance	£33 buy.
China Fire Insurance	£300 buy.
Hongkong Fire Insurance	£630 nom.
Douglases	£25 buy.
H.K. & A. Steamships	£41 nom.
Hongkong Tugs	£114 sel.
Indo-China (Prof.)	£30 nom.
Do. (Def.)	£40 nom.
Shell Transport	£27 nom.
Star Ferries	£67 sel.
Waterboats	£152 nom.
China Sugars	£44 sel.
Malayan Sugars	£66 buy.
Benguet	£11 nom.
Kailash Mining Ad.	£40 nom.
Langkate (combined)	£12.23 buy.
Do. (single)	£12.12 nom.
Shanghai Explorations	£14 nom.
Shanghai Loans	£1.7 nom.
Do. (new)	£44 nom.
Tromps Mining	£77 buy.
Ural Camions	£3 nom.
H.K. & K. Wharfs	£140 nom.
H.K. & W. Docks	£54 nom.
Hongkong	£11.171 buy.
New Engineering	£5.90 buy.
Shanghai Docks	£11.13 buy.
H.K. & S. Hotels	£101 sel.
Hongkong Lands	£81 sel.
Hongkong Realty (Lp.)	£71 buy, 8 sel.
H.K. Territorial	£45 sel.
H.K. Developments	£10 sel.
Manco Electric	£13.60 ss.
Prince's Building	£13 sel.
Kwai Land	£14 buy.
Ewo Cottons	£11.9.15 buy.
Oriental	£12.24 buy.
Shanghai Cottons (old)	£12.24 buy.
Do. (new)	£12.24 buy.
China Buses	£11.104 buy.
Hongkong Tramways	£24 nom.
Peak Tram (old)	£104 buy.
Do. (new)	£6.50 nom.
Singapore Tramways	£10.8 buy, 12/ sel.
Taxis	£4 sel.
Amusements	£10 buy.
Central Ice	£70 nom.
Cement (combined)	£134 sel.
Do. (old)	£12 sel.
Do. (new)	£12 sel.
China Lights (combined)	£19 buy.
Do. (old)	£14 nom.
Do. (new)	£11 nom.
China Provident	£5.30 buy.
Constructions	£24 nom.
Dairy Farms	£151 nom.
Der A. Wang	£46 sel.
Hongkong Electric	£46 sel.
Manco Electric	£45 sel.
H.K. Bopes (combined)	£28 sel.
Do. (old)	£10 sel.
Do. (new)	£45 sel.
Lane Crawford	£34 nom.
Mackintosh	£114 nom.
Sinocera	£11 nom.
United Asbestos	£20 nom.
Watsons (old)	£124 nom.
Wm. Fowells	£64 nom.
buy—buyers; sell—sellers; ss.—sales nom.—nominal.	

Lisbon	2.17/32
Buenos Aires	45.5/16
Shanghai	2/94
Yokohama	1/11.21/32
New York	4.58.13/16
Geneva	25.14
Milan	148
Stockholm	18.14
Oslo	22.14
Prague	154
Madrid	21.86
Rio	7.37/64
Bombay	1/5.3/22
Hongkong	2/2
Silver (spot)	25 1/2
Silver (forward)	25.11/16

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PORTABLE GRAMOPHONES

You shall have Music wherever you go
It is here, there and everywhere.



Models in stock

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"SINCERE"

"PAL PORTABLE"

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The jolliest and most dependable companions for the picnic party.
It will also satisfy your musical taste and be a pride and a delight to you.

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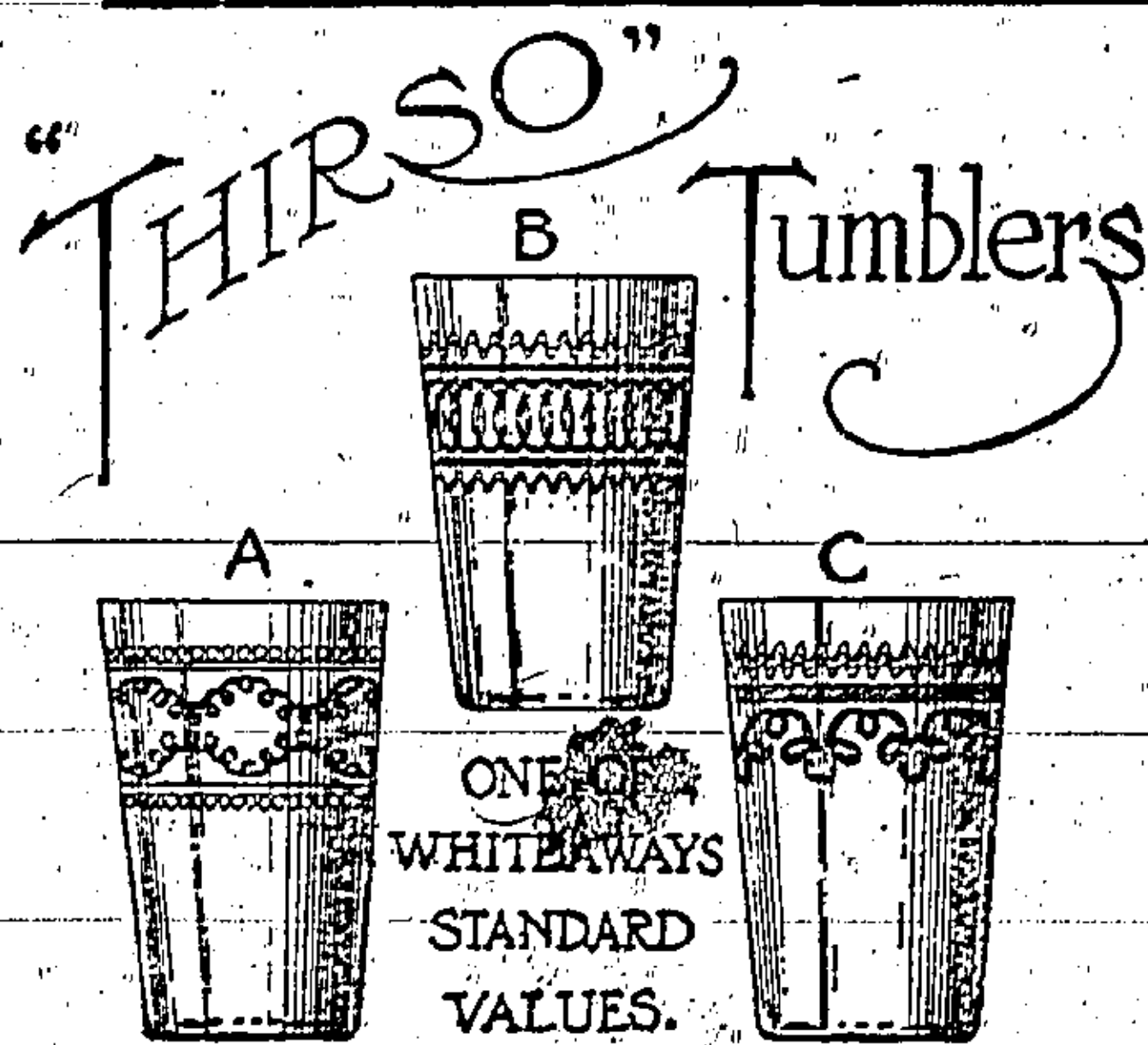
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AT THE CINEMAS.

CURRENT PROGRAMMES AT
LOCAL THEATRES.

"A THIEF IN PARADISE" AT
THE QUEEN'S THEATRE.

The programmes at the local picture-theatres are again interestingly varied and are making a wide appeal.

Large audiences visited the Queen's Theatre yesterday to enjoy the good fare provided. The general comment was that it was a splendid show and one as good

as Hongkong has seen for a very long time. The opening number "From Cuckoo Walk to Jazz" was played in fine style by the now very fine Queen's Theatre Orchestra, and repeated calls for encores were heard, a very unusual thing for a musical selection. Miss Gladys Garfield, an Australian singer, with a very fine voice, followed, and gained much applause for each of her numbers, her most pleasing contribution being "My Hero" from the "Chocolate Soldier."

The big picture, "A Thief in Paradise," is a colourful story superlative cast and perfectly directed, and looks as if a great deal of money has been spent on it. It starts in the South Seas with an under-water battle for the possession of a great pearl, with a shark hovering over the contestants. The action then gravitates to America where the hero, a soldier of fortune, impersonates the son of a millionaire, returns to his father's home with a cunning woman with whom he agrees to share the fortune upon the old man's death. Just how the thief discovers that he is in a fool's paradise after all and rights the wrong he has done, it would be unfair to tell. Suffice it to say that the story will keep even hardened cinema-goers breathless until the very last minutes of the film.

"A Thief in Paradise" is being shown until Wednesday evening. It is an adaptation by Frances Marion of Leonard Merrick's novel "The Worldlings."

Acting honours go to Ronald Colman, the young British actor. He plays the role of Blake, the derelict who masquerades as another man. Doris Kenyon is the girl he loves and marries and Aileen Pringle gives a splendid characterisation as the Eurasian girl. Excellent portrayals are also given by Claude Gillingwater, Alec Francis, John Patrick, and the other members of the supporting cast.

From Thursday to Saturday, inclusive, Rafael Sabatini's story of "Scaramouche" will be shown. This film was shown in Hongkong before the Hongkong Amusements took over the Queen's Theatre, but those who saw it before will probably consider it well worth seeing a second time, while those who have not yet seen it, should certainly not miss the opportunity of doing so.

The action of "Scaramouche" takes place in France in 1789-1793, beginning at the time the revolutionary spirit was first born in the people, and ending in the revolution itself and the attainment of their liberty after years of oppression. Historians agree that this is one of the most interesting and colourful periods in history. The picture proves the truth of such an assertion. It owes much to the fact that Rafael Sabatini, the author of the story, is an authority on history as well as the foremost writer of romantic-adventurous novels, and that Rex Ingram, the director, has gone to considerable trouble to ensure the historical accuracy of every detail of the production.

The fact that "Scaramouche" treats so illuminatingly and authentically one of the most vital events in the world's history—that had such a tremendous influence on our own—makes it an entertainment of a highly educational value.

WORLD THEATRE.

From to-day and to-morrow at the World Theatre "Why Men Leave Home" will be shown. It is taken from the comedy success by Avery Hopwood. It is a very amusing picture, very interesting, and well worth seeing.

From Wednesday to Thursday Dorothy Revier, with Cullen Landis, is featured in the Waldorf release "Enemy of Men," which opens on Wednesday for two days. A number of other well-known players are in the supporting cast, including Charles Clary, Leo White, Barbara Luddy, Cesare Gravina, Virginia Marshall, and Laura La Varni, under Frank Strayer's direction, from the story by Douglas Brodston.

On Friday and Saturday "The Deadwood Coach," the greatest Western picture in which Tom Mix has ever been starred, according to trade reviews, will be shown.

(Continued on next column.)

FROM SHANGHAI TO MAYFAIR.

WOMAN'S BANKRUPTCY COURT
STORY.

THE REGISTRAR'S WARNING.

In the London Bankruptcy Court on July 17th Miss Josephine O'Dare, described as of 58, Park Street, Grosvenor Square, W., attended for public examination before Mr. Registrar Francke on a statement of affairs showing liabilities £8,274 and an estimated surplus in assets of £7,601.

Miss O'Dare admitted that at one time she was known as Trilxie Skyrme. She was born 12 miles from Shanghai, but could not remember being taken to England. Her father had been dead ten years. She received the information that she was born in China from a solicitor who used to practise in Birmingham.

Answering Mr. Francke she said she could not give his name.

Mr. Francke: Well, I will report you to the Court, and if you refuse you will get sent to prison. Do you still refuse? Certainly.

On the Official Receiver handing her a copy of a birth certificate, she exclaimed that there was not the slightest truth in it.

A WARNING.

Shortly afterwards Mr. Francke warned Miss O'Dare regarding her evidence and informed her that she could be prosecuted if she gave false answers in that Court.

Asked whether it was a fact that Mr. Skyrme was a general labourer, she replied, "I do not know."

In reply to Mr. Francke she said that to the outside world Mrs. Skyrme passed as her mother. Her real mother died when she was three years old. Mrs. Skyrme then took her and gave her her own name.

At the age of 14 she went to live at Barton Manor, Hereford, and four years later came to London.

The Official Receiver: Is not Barton Manor quite an unpretentious place?—No.

It was untrue, she added, that Mrs. Skyrme only managed to keep the place going by taking in lodgers.

The Official Receiver: Were you known at Hereford as Mrs. Houghton?—No, never.

It was true, she admitted, that she had been prosecuted with one Davies as being accessory after the fact on a charge relating to a forged cheque bearing the signature of John Skyrme. She was, however, acquitted. She was prosecuted as Josephine M. Skyrme.

The Official Receiver: Was Davies ever known as Houghton?—Not to my knowledge.

£12,000 LEGACY.

At the age of 21, she added, she inherited £12,000, and she had since received other sums.

The Official Receiver asked the Court to order Miss O'Dare to lodge a cash account for the period of three years preceding the date of her failure.

This application Mr. Francke granted.

The N.C. Daily News has made inquiries among the old residents in Shanghai regarding the family of Miss O'Dare, but so far has not been able to obtain any information.

Adapted from Clarence Mulford's novel, "The Orphan," there is more action, humour, pathos and romance in the Mix production than the Fox Western star has had the chance of portraying before. Lynn Reynolds directed the picture and also wrote the scenario. One of the best supporting casts Mix has ever had includes the following well-known screen players: Doris May, George Bancroft, De Witt Jennings, Buster Gardner, Lucien Littlefield, Norma Wills, Nora Cecil, Sid Jordan, Frank Coffyn, Jane Keckley and Ernest Butterworth.

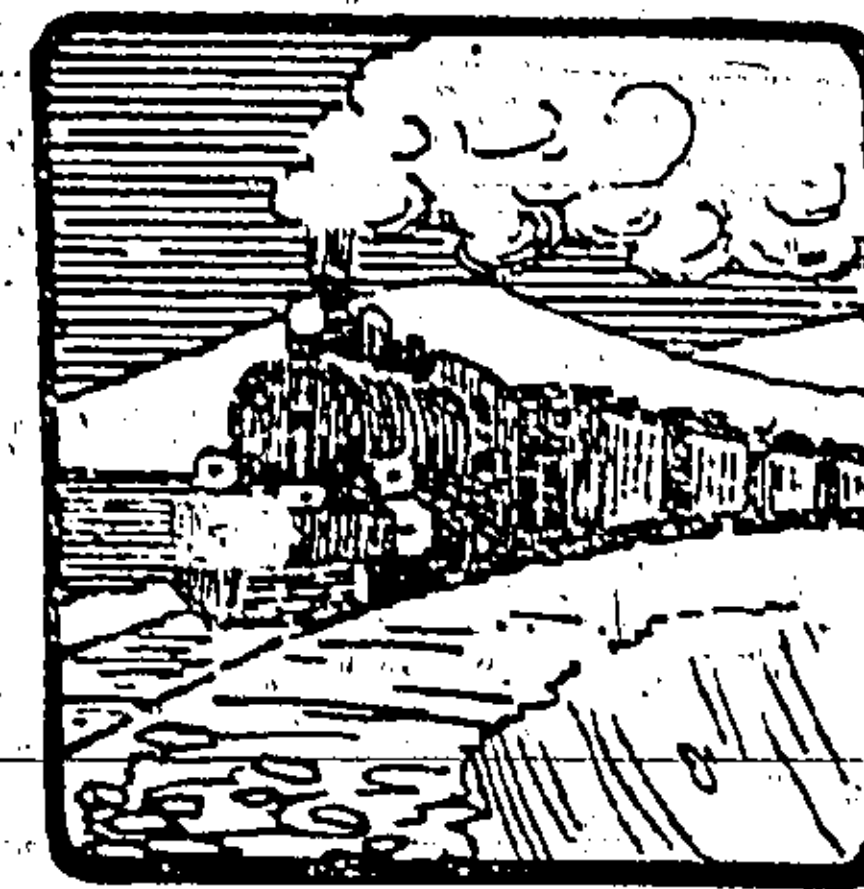
Most of the scenes for "The Deadwood Coach" were taken in Zion Canyon, Utah.

STAR THEATRE.

Commencing yesterday and running until Wednesday at the Star Theatre, Kowloon, is a very recent First National release, "The Bad Man," with Holbrook Blinn in a star role. The story is of the Mexican border, with the hero as a bandit. It is an entirely new type of narrative. The whole of the production is a mixture of laughter and thrill, comedy and melodrama. Other first-class pictures make up a capital and very attractive programme for the week.

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MAGASIN GENERAL.

THE SHANGHAI HEAT WAVE.

A GENTLEMAN IN AN OVERCOAT.

A correspondent of the N.C. Daily News writing on August 11th says:—Eyes were focussed on a gentleman who appeared this morning in one of our large business institutions clad in an overcoat. [The gentleman, we presume, not the institution.—Ed.] The customers gaped at him in wonder, and the clerks from the adjacent departments left their seats to look at this curiosity.

One humourist in the crowd suggested that he had just landed from a non-stop aeroplane flight from Mesopotamia, while yet another thought he must be the ambassador from Hades come up to watch the Diplomatic Corps barter away the last of our foreign rights for a mess of Chinese coney. The gentleman seemed to be happily ignorant of the fact that he was creating a sensation.

Our own theory, adds the paper, is that the individual in question was cold. We positively refuse to call him a gentleman, though. No real gentleman would insult a sweating populace like ours by haunting himself before it in an overcoat.

HEAT WAVE IN ENGLAND.

MID-NIGHT-MOTORING INSTEAD OF SLEEP.

THE CURSE OF THE MASCULINE COLLAR.

In one form or another the great heat which has suddenly appeared has affected almost every branch of our ordinary life, says a Home correspondent writing from London on July 15th. Last Monday, he adds, was the hottest and most trying day of the year. These were some of the temperatures recorded in the shade:

Cardiff	84 deg.
Lincoln	83.5 "
Kew	83 "
South Farnborough	83 "
Weston-super-Mare	83 "

Seventy-nine in the shade on Sunday and 78 in June were the previous highest temperatures in London.

The heat in Cheshire in the early afternoon was so intense that harvesting, cricket and tennis had to be abandoned.

London streets were like furnaces of humid heat. The sun was seen in the City for only 2½ hours. It was the excessive humidity of the atmosphere which increased discomfort.

Quite a number of people gave up the attempt to sleep. Those more fortunately situated went for motor rides. The Great West Road and other arteries hummed with traffic all night. Many people spent the night on the river, and after early morning dips turned up at the office fitter than those who had tossed and perspired in their bed rooms.

The greatest curse everywhere was the masculine collar, but few had the courage to discard it.

A barrister who appeared before Mr. Justice Lawrence in the Chancery Division yesterday with his waistcoat unbuttoned was severely rebuked. "Don't appear like that again before me," said the judge.

DISHONEST HOUSE BOY.

DISMISSED FOR LAZINESS.

ROBS HIS MASTER.

"If I wanted to steal, I would have stolen a lot more than this," said a houseboy at the Central Magistracy on Saturday, when he was charged with the theft of a pair of opera glasses and a watch, the property of Mr. Leo Weill, of Messrs. Sennet Freres. The defendant had formerly been employed at the residence of Mr. Weill's mother.

Defendant was arrested after information had been given to a detective by a small boy, who was seen entering a pawnshop with the glasses. In defendant's possession were also found pawn-tickets for two watches. These Mr. Weill identified as having been at his mother's house, but as Mrs. Weill had at one time given defendant a watch for his little daughter, he could not swear that both watches were stolen.

Defendant denied the charges. The glasses, he said, had been given him by a customer at the shop, who had since gone home to France, and the watch had been given him by a nephew of complainant's. He further stated that he had been in complainant's service for five years at the same wage, and, on asking for an increase, it was refused.

In reply to Major Willson, the Magistrate, complainant said defendant was dismissed for laziness.

He was sentenced to six weeks' imprisonment.

MESSRS. LANE, CRAWFORD'S
NEW PREMISES.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) will open Messrs. Lane, Crawford & Co., Ltd., new premises at Exchange Building to-morrow morning at eleven o'clock, as previously announced. The ground floor and first floor, which will be occupied by the various departments and offices of the firm, have not yet been quite completed. They have been handsomely arranged and set out, however, and are a vast improvement on the old stores. The various departments above the ground level can be reached by a number of lifts, as will also be the offices, etc., that will be situated on the higher floors, when completed and occupied. The top floor is to be occupied by the Telephone Company. Practically all that remains to be completed with regard to Messrs. Lane, Crawford's establishment is the grand main entrance, which will be very striking and imposing. This will not be ready for a week or two, and entry to the building, meantime, will be by one of the minor entrances.

WISEMAN'S CAFE.

The gatherings at Cafe Wiseman on Saturday were somewhat in the nature of farewell functions, for it was the last time that Cafe Wiseman will open under that name and in the familiar premises in Ice House Street.

On Saturday evening the doors of this popular rendezvous were finally closed. Cafe Wiseman will remain closed to-day, but to-morrow it will re-open in the new premises of Messrs. Lane, Crawford & Co., Ltd., i.e., in Exchange Building.

The Cafe will occupy part of the first floor, adjoining the general offices, and is reached by lifts. No longer, however, will the Cafe be known "officially" as "Cafe Wiseman," being simply referred to as the cafe or restaurant.

GENERAL UPRISING
FEARED.KUOMINTANG'S EXTENSIVE
PREPARATIONS.REPORTED DISAFFECTION IN
THE NAVY.CHIANG KAI SHEK EXPECTED TO
RETURN.

[FROM OUR CHINESE CORRESPONDENT.]

Reports reaching the Kuomintang Headquarters in Canton all point to the possibility, or rather probability of an "anti-red" campaign in the Province. It is stated that one leader is ready to launch an attack from Tamshui and Shumehun, that others will attempt to enter Pinghu, Changmohtao and Shoklung and that a third party is threatening Tsengshin. The fear in Canton is that some of the bandits who now over-

run Kwangtung may be persuaded to join the "anti-red" movement.

General Chiang Kai-shek has wired from Hunan directing his subordinates to deal in a firm manner with all "counter-revolutionaries" who are trying to interfere with the peace and order at the rear of the Canton army while the Northern expedition is in progress. As a precautionary measure the Kuomintang is stationing emergency troops, each under a special military commissioner, at Canton, Swatow, Waichow, Kao-Lui, Shiu-Yung-Lo, Nam-Shiu-Lia and Kiungchow. From the extent of the preparations made to combat it there is no doubt that the Kuomintang anticipate an "anti-red" revolt of considerable dimensions.

EMERGENCY TROOPS.

The Kuomintang General Army Headquarters in Canton is authorising the districts to organise emergency troops for local military service. Every district in Kwangtung province may enrol a certain number of men. There are 66 districts and for military purposes they will be divided into three classes or grades. The first class districts may recruit, under the jurisdiction of the civil magistrate, a force ranging in strength from the companies to two battalions; the second and third class districts will have proportionately fewer local troops. This emergency army will be under the general command of the Kuomintang chief although it will be supported locally.

DISAFFECTION IN THE NAVY.

Canton is ever full of intrigues and plots. The labour war between the "reds" and "anti-reds" as represented by the Workers Delegates Conference and the Central Labour Union seems to be over for the moment. Now there is talk of disaffection among the members of the Canton Navy, and among the officers and men of the 2nd Kuomintang Army Corps, a unit composed almost entirely of Hunanese.

A week ago the commanders of the river gun-boats *Ping-tang*, *Fei-yang*, *Chi-yao* and others resigned. According to non-Kuomintang sources the reason for the sudden departure of so many naval officers was disaffection in the Navy. On the other hand officers left for the North with nearly half a million dollars in order to induce the Yangtze Valley patrols to turn against Marshal Wu Pei-fu in the coming struggle in Central China.

CHIANG KAI-SHEK'S RETURN.

It is generally believed that General Chiang Kai-shek, who is now in Hengchow, will have to return shortly to look after the local situation. Things are quiet on the surface and Kuomintang Press reports endeavour to minimise the importance of the occurrences during the past few weeks. But there is unquestionably a serious undercurrent of discontent and unrest. One rumour circulated is that the Chief of Staff of the 2nd Army Corps was executed by order of General Chiang Kai-shek a few days ago. This rumour is apparently based on the belief that the Hunanese (the 2nd Army Corps) deserted as soon as they left Canton and arrived in their own province.

This wireless station recently erected at Shinkwan to connect with Canton is now in operation. For the time being, how-

(Continued on next column.)

CHIANG KAI SHEK'S PROGRESS.

WELCOMED BY THE COUNTRYSIDE.

HIS REPORT TO CANTON.

General Chiang Kai Shek upon his arrival at Chenchow, Hunan, on August 3rd, dispatched the following cable to Canton:

"To-day all staff members of the Commander-in-Chief Headquarters arrived at Chenchow and were heartily welcomed by the various circles. All along the way, the villagers welcomed us by firing strings of crackers.

Representatives of the Hunan Provincial Government and the various organisations also met us on the outskirts of the city.

"The Party and National flags were flying everywhere in the streets and the city was orderly.

"It made me feel that the people of Hunan understand well the 'Three People's Theory.' The Party and Peasant organizations here are very much better than that of other provinces. Our Revolutionary troops are showing good discipline. After one day's rest we shall leave for Hengchowfu."

VISITORS WELCOMED.

KWANGTUNG'S INVITATION TO
MERCANTILE BODIES.

COME AND STUDY CONDITIONS.

Owing to the fact that the people of the various provinces do not yet comprehend the exact political and industrial state of Kwangtung, the Szechuan Kuomintang, in a letter to the Central Kuomintang, requested it to dispatch a circular telegram inviting the Industrial societies of other provinces to send one or two representatives each to visit Kwangtung.

The mission is to be carried out on the same lines as the Shanghai delegates' visit, says the *Canton Gazette*. The object is to gather data for propaganda work and to strengthen the faith of the people towards the Kuomintang.

At the 46th regular meeting of the Standing Committee of the C.E.C. it was resolved to instruct the Provincial Government to send a telegram to the various provincial industrial societies and overseas mercantile bodies inviting them to despatch one or two representatives each to visit Kwangtung.

JUNE 23RD ROAD IN CANTON.

OFFICIALLY OPENED ON
SATURDAY.

The June 23rd Memorial Road on the Shaker was officially opened on Saturday, Mr. Sun Fo, the Mayor of Canton, presiding over the ceremony.

The road is 65 feet in width and about 4,400 feet in length. The width of the sidewalk is 15 feet. Along the sidewalk, trees have been planted 30 feet apart.

The road was formerly known as the "Shaker loo," but it will now be officially known as the "June 23rd Road" in memory of those who lost their lives during the shooting on that date last year. Near the West Bridge of Shameen, has been erected a monument on which are engraved words meaning "Lest We Forget the Day."

over, the military authorities are monopolising the service.

CANTON OFFICIAL REPORTS.

SITUATION REASSURING.

The following communiqué has been handed to Reuters by the Canton Information Bureau:

CANTON, 13th August, 1926. Commander-in-Chief Chiang Kai-shek has arrived at Hengchow, Hunan; other Nationalist Generals have arrived at Changsha where they are discussing with the Governor of Hunan, Tang Seng-chi, an advance towards Wuchang and Hankow.

Forces from Kweichow Province, over 10 mixed brigades, are advancing against Wuchang.

Szechuan province generals are opposing Military Chief Wu Pei-fu and have allied their forces against him, and a great change in the situation at Szechuan may be expected soon.

Delegates representing a section of the Kiangsi army and various popular associations are preparing a defensive campaign against the Northern militarists and will act conjointly with the Canton Nationalist Army.

The situation in Canton is reassuring. No trouble is feared as there are adequate military forces to maintain peace. The wild rumours published by the foreign newspapers only prove the real power of the Nationalist Government.

THE FIGHTING IN
NORTH CHINA.NANKOW PASS CAPTURED BY
ALLIED TROOPS.

FURTHER DETAILS.

[THROUGH REUTERS AGENCY.]

PEKING, August 14th. The Fengtienites captured Nankow Pass this morning, according to an official report.

PEKING BEFLAGGED.

PEKING, August 14th. Peking is beflagged this evening in consequence of the report of the fall of Nankow Pass, but hitherto no details have come through.

Earlier reports indicated that the Allies were progressing, their wings threatening to cut off the Kuominchun defenders of the Pass.

THE NANKOW PASS.

ALLIES OCCUPY STRATEGIC
POINTS.

STEADY PROGRESS.

PEKING, August 5th.

According to latest reports in Military circles here, the Allied troops have already succeeded in occupying the majority of the strategic points around the Nankow Pass, such as Hukutsun, Lunghtai, Laokungchuan, Taiping-chuan, and including Nankow railway Station. From these points artillery fire can easily reach the Pass. It is estimated that the Fengtien army has brought up over 100 field pieces, including 18 Krupp guns, during the last few days, for bombarding the Nankow Pass. Commander Chow Tso Hua accompanied five independent artillery regiments to Nankow station yesterday.

As the result of the severe and continuous bombardment by the Allied Artillery for nearly ten days, wrecking almost all the Kuominchun defence lines, and coupled with the heavy rain during the last few days inundating the trenches and forcing the Kuominchun troops to leave their hiding shelters, the Kuominchun defence finally broke down, and Hukutsun and Lunghtai, which are only several miles from the Pass, as well as the railway station were evacuated by the Kuominchun on the 3rd and 4th instant successively. The casualties on both sides were extremely heavy, the Kuominchun suffered some 1,500 in dead and 2,000 in wounded, and Commander Wang Shu Chien injured in the fighting in Lunghtai. The casualties in the engagements for Hukutsun were said to be more heavy. The Kuominchun troops have completely withdrawn into the Pass since yesterday noon.

Generals Chang Hsueh Liang, Chang Tsung Chang, Chu Yu Pu and other high commanders of the Fengtien and Allied forces are all at the front, where they are directing a severe bombardment on Nankow Pass, from three directions. A telephone message to the Allied Headquarters from the front reports that the Dare-to-die corps have already pressed forward up to the foot of the Nankow Pass and are engaging the enemy in a hand to hand battle, and the artillery fire is showing good effects. The armoured trains and tanks are also being brought up for active service. Since the six strategic points in front of the Pass are now in the Allied hands and being used as bases of the heavy guns, it is predicted that the Pass itself will be taken within the next twenty-four hours, the same report says.

Nothing from the Huailai front is available. Another two battalions of a regiment of General Tien Wei Chin's forces were disarmed and disbanded yesterday, being suspected of having close connection with the mutinied regiments under Ma and Chia. It was reported that this unit, under regimental commander Wang planned to mutiny yesterday. General Tien immediately dispatched troops to surround them at Miaofengshan and disarmed them. It is said with the eradication of these

(Continued on next column.)

CORRESPONDENCE.

RHYME AND REASON.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—S'il vous plait a little space to save my face, Peutetre's Xrays has made it blaze. At first I thought him wholly right, I wrong; but no, he hides an error in his prosy song. I thank him though, God bless his grace, I'll never again rhyme rays with face. I must admit, at least this time; I stretched my licence, 'twas not time rhyme. But what would he say—it does seem odd—if I rhymed the word abode with God. Peutetre, Peutetre, I cannot slight your notions of rhyming, there you were right.

But, Sir, s'il vous plait—I'd like a hammer—but no, I too was once in college and learnt a little grammar. Peutetre says, Sir, scan; his meaning's phibable as wax; did he mean scansion? or did he mean syntax? Well, the man's reticent, his "scan" means scrutinize, and now I will, Sir, the sentence analyse. I need not be minute, I have very little to refute.

Tattered old fan is the subject, which qualifies that; it doesn't qualify sunrays, if so, I'll eat my hat; and when hot were the sunrays, now Peutetre, pause; we put that in the extension, 'tis merely a subordinate clause. Peutetre, Peutetre, 'tis plain as a pikestaff; I forgive you your error, please forgive me my laugh. If you still think there's something amiss, put that clause in parenthesis.

"Forgive me, dear Peutetre, for this tilt of mine, I learnt a little grammar, years ago from Sonnenschein.—Yours, etc., M.

Hongkong, August 14th.

FALSE ALARM.

A FLURRIED AMAH'S MISTAKE.

BRIGADE'S USELESS TRIP.

A few minutes after 7 o'clock on Saturday night, a coolie armed with a dagger accosted a stallholder in the market in Shanghai Street, Kowloon, and demanded three dollars.

The stall-owner blew a police whistle. The amah, employed at the home of Mr. Johnson, of the Telephone Company, was in the neighbourhood at the time, and thinking it was a fire alarm, rushed to her master and told him that the market was on fire.

Mr. Johnson called up the Fire Brigade, and a fire engine was soon on the scene—to find that the fire had existed only in the mind of the flurried amah.

The coolie was arrested.

MASHED BLAZE.

On Saturday morning, a mashed was partially destroyed by fire in Wongnei-chong Village, Happy Valley. Fire engines were despatched, and the blaze was soon extinguished.

mutinied troops; General Tien may devote his sole attention to field operations in future.—Kuo Wen.

KUOMINCHUN TANKS.

TURNED OUT AT HANKOW.

PEKING, August 4th.

What are described by the Chinese press as "steel-clad cars" but are in reality tanks, are being employed by the Kuominchun at Nankow to pit against the armoured trains of the Shantung and Mukden troops. The exact number of tanks in the possession of the Kuominchun is not available, but it is said that Railway Works at Nankow is turning out four a month under the supervision of a foreigner who was recommended to the Kuominchun by an overseas Chinese from Fukien.

The Chinese press speak of the "steel-clad cars" as being bullet-proof, fitted with machine-guns and capable of being driven on any ground. The cars can carry twenty soldiers and are used by the Kuominchun to break the formation of the allied troops.—Kuo Wen.

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TUESDAY, AUGUST 17th.

v. ALL HONGKONG.

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BIRTHS.

HILL.—On August 13th, at LAUSANNE,
Switzerland, to Mr. and Mrs. T. W.
HILL, a son. (By cable.) [3867]
SCHWEIZER.—On August 8th, to Mr and
Mrs. PAUL SCHWEIZER, Shanghai, a
son.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 16th, 1926.

DEMOCRACY.

THERE is an opinion abroad that democ-
racy as a system of government has
passed its zenith and is now on the
decline. Britain's historical develop-
ment has, after more than a thousand
years, finally produced a system which
is the envy and despair of those who
wish not only to adopt its form but also
the spirit, if that were possible. It is
a system of which Britain is proud and
one which she alone can work for it is
becoming more and more evident in
government as in other things, that one
man's meat is another man's poison. It
does not follow that a form of Govern-
ment which has been produced in one
particular country after many years of
evolution can be transplanted or success-
fully grafted on to the institutions of
another country.

Italy and Spain, possibly in reaction
against what was believed to be an
extreme form of democracy, have gone
over to a form of benevolent despotism.
Other nations are contemplating with
envy the dynamic force which is driving
Italy at the present moment. It is not
that the present form of Government in
Italy is perfect or entirely just, but it

does fulfil one supreme object. It does
achieve results quickly. Desirable legisla-
tion is not subject to the interminable
delays, which deprive necessary reforms
of half their savour and so destroy half
their value, as well as the interest, which
is essential for their successful operation.

Even in the small affairs of life if we
take the average committee, how often
has the ordinary member the special
knowledge required to make his vote of
any value? How often has he the leisure
to become acquainted with the details
which are necessary to form a sound
decision. Usually it is the secretary
alone who makes a study of the com-
plexities of the questions that arise, and
it is upon his judgment that the other
members are wont to rely. Such com-
mittees, of course, perform one useful
function. They hold a watching brief,
and prevent injustice by requiring all
executive actions to be publicly debated,
but they do this at the expense of quick
executive action and at times such quick
action is eminently desirable.

In U.S.A. there has emerged the paid
city manager, the permanent official
whose business it is to run the city like
any other big commercial organization,
one who has to give an account of his
stewardship to the board of directors
and shareholders, periodically, in this
case the elected councillors and voters.
(In Shanghai about a year ago it was
decided to appoint a Commissioner-
General to control and co-ordinate the
work of the various departments. The
alternative was a paid Chairman of
Council, for the amount of time required
for efficient administration was beyond
the power of the elected representative,
who could only devote the time to the
work that could be subtracted from his
ordinary business affairs.) The practical
mind of the Americans sees the incom-
petence and the obstructionist nature of
the average city Council, with the inevit-
able graft and consequent inefficiency,
due to the fact that good citizens for
some reason or other will allow them-
selves to be represented by persons in-
ferior to themselves. Popular representa-
tion obviously does not by any means
always produce the best rulers and
legislators. Even in England BORTOLINI
and LINCOLN were elected by popular vote.

Democracy in its present unwieldy
form is, of course, a modern creation,
and marks the fuller measure of the
share in government which is now given
to all sections of the community. The
form favoured by the Greeks and Romans
would not be recognised as democratic by
modern nations. They had thousands of
slaves to whom, of course, the franchise
was denied. Their system was in reality
an oligarchy. Moreover, their cities were
of small dimensions. The English form
finally took shape, in 1832 when the
doctrine that by some beautifully divine
economy each one in pursuing his own
selfish ends, was inevitably contributing
to the welfare of the whole, was finally
accepted. England, however, has been
careful to preserve the permanent official.
Such appointments are not the spoils of
office to be distributed at each change
of government and so there is continuity
of policy, which is modified only in very
small part by whatever party happens to
secure power.

So long as there is a large number of
uneducated in any community it is
possibly better to have a benevolent
despotism which consults all interests
and dispenses justice evenhandedly, than
a democracy which is governed by
demagogues who, by their noisy dem-
onstrations, have hoodwinked the electors
and so secured a position of power in
which they work infinite harm.

The decision of the order proclaiming
Amoy an infected place is notified in the
Government Gazette.

A memorial of re-entry by the Crown
on Kowloon Island Lot No. 1621 has been
registered according to law.

It is notified that, at the expiration
of three months, the Yee Lok Co., Ltd.,
will, unless cause is shown to the con-
trary, be struck off the register and the
Company will be dissolved.

It is notified that, at the expiration of
three months, E. F. Cox & Co., Ltd.,
will, unless cause is shown to the con-
trary, be struck off the register and the
Company will be dissolved.

Marshal Sun Chuan-lang has ordered
the opening of a wireless bureau in
Shanghai to supervise the use of wireless
in Chinese territory. Mr. Hua Ching-
lin, of the Woosung Wireless Station,
will be in charge of the new office.

The lock-out at the Ewo Mill at Shang-
hai and at the N.W.K. No. 9 Mill con-
tinues, as does the strike of 3,000 em-
ployees of the Nikka factory in Pootung.
It is estimated that about 10,000 labourers
are absent from their machines, says the
N.C. Daily News of August 11th.

The street commencing at Yee Kuk
Street being the first street, east of Nan
Chang Street and running in a north-
easterly direction and terminating at its
junction with Tai Po Road is to be
known as Shek Kip Mei Street.

At present the work of constructing
outlet and piers is in progress at the
Taiipo bridge. It will be recalled that
the bridge was practically swept away by
a severe storm some time ago, and was
replaced by a temporary wooden struc-
ture, which, however, could not be used
at night.

There has been added to the Dental
Register the name of Mr. Chau Kwok-
wing, 33, Queen's Road Central. Mr.
Chau is not qualified for registration
but is exempted from provisions of Or-
dinance by certificate dated August 6th,
1926, as holder of the degree of Doctor
of Dental Surgery conferred by the
University of Pennsylvania, U.S.A.

Notice is given that the Governor pro-
poses to make an order under the Streets
(Alteration) Ordinance, 1923, for closing
the extreme southern end of North
Street, as shown on a plan which can be
seen at the office of the Public Works De-
partment. Any person objecting to the
proposed order must send his objection
in writing to the Colonial Secretary so
as to reach the office of the Colonial
Secretary not later than the 3rd day of
September, 1926.

General rules made by the adminis-
tration of the Kowloon-Canton Railway,
under section 32 (1) of the Railways
Ordinance, 1909, Ordinance No. 21 of
1909, for regulating the use, working and
management of the Tai Po Railway pier
"and bund leading thereto," are pub-
lished in the Government Gazette. These
rules have been approved by the Gov-
ernor in Council on August 9th, and become
valid and operative on the publication
of the notice in the Government Gazette.

Sealed tenders are invited for the
supply of Welsh coal to the Hongkong
Government. The tenders, which have to
be in triplicate, are to reach the Colonial
Secretary's office by noon on Saturday,
August 21st. The tender is for the supply
of approximately 500 tons of Welsh coal
up to December 31st, 1927, and the coal
has to be delivered at any Government
store or other place with the City of
Victoria or Kowloon, or on board and
Government vessel moored within the
waters of the Colony. The first stock
of coal must be available about September
1st, when the present stock of Govern-
ment Welsh coal is expected to be ex-
hausted.

TEMPERATURES AND RAINFALL.

READINGS FOR JULY.

An extract of the Meteorological Ob-
servations, made at the Royal Observa-
tory during the month of July, shows that
the average mean temperature was 82.1,
the highest being 91.3 on the 16th and
the lowest 73.3 on the 19th. The average
mean temperature in June was 77.8.
There were 221.7 hours of sunshine (com-
pared with 94 hours in May), and 29.79
inches of rain (compared with 8.63 inches
in June). The average humidity was 81
(compared with 83 in June).

The rainfall for the month of July at
the Botanical Gardens was 30.84 inches
on 21 days, at the Matilda Hospital,
Mount Kellett, it was 22.53 inches on 18
days, and at the Police Station, Taiipo, it
was 22.25 inches on 18 days.

The lowest reading of the barometer
(M.S.L.) was 29.241 inches at 9 hours on
the 22nd.

The maximum squall velocity, as re-
corded by the Dines-Baxendell anemo-
graph, was at the rate of 85 miles per
hour at 8 hours 54 minutes on the 22nd.

SOME NUISANCES.

AND ANONYMOUS IN HONGKONG.

(Contributed.)

Hongkong, like many other places,
large or small, and of whatever nation-
ality, has both its advantages and dis-
advantages.

Hongkong's advantages are too well-
known to be recounted here. Rather, the
writer would refer to its disadvantages;
more particularly its nuisances. Its
principal disadvantage would appear to
be its sticky, clammy, humid summer;
but this is a disadvantage over which we
have no control and cannot remedy, ex-
cept by leaving the Colony for a cooler
clime. The weather we put up with be-
cause, we must, and, for the sake of a
good job and better pay than at Home
we stick it.

Another disadvantage is the "smells
of Wanchai," particularly noticeable
when the tide is low, but as the reclama-
tion progresses, this is gradually being
abated. But how slowly, and for many
months to come yet daily passers by in
the trams will have to contend with the
terrible stench which often arises from
the mud heaps left behind by the reced-
ing waters, and the seepage from the
drains and nullahs with their outlets
through the Praya wall into the sea.
This annoyance, however, we are con-
tent to put up with, as we know that
sooner or later it will be overcome, that
at present it cannot be helped, and is
the fault of no one. Although it would
seem that where the stench is most notice-
able, probably opposite Percival Street,
something might be done to fill that part
where it has been hardly touched as yet,
and so do away with at least some of
the horrible smells which arise from it;
and are in no way conducive to good
health.

To come to a few of the nuisance and
annoyances to which Europeans are daily
subjected. There are the ricksha and
chair coolies with the continual cries,
as soon as they spot a European leave
his office, club or hotel, or approaching
a hill, "Aicksha," ricksha, or "Chair,"
"chair." Of course, one pleases him-
self whether he takes a ricksha or chair,
and presumably would not do so unless
actually needed one. Therefore, it is
very annoying to be forever greeted with
the cries of these people. If the
coolie only used a little of the little
intelligence, he would realise that when
a person requires a thing he will ask
for it.

Perhaps more annoying is the way in
which Europeans are pestered by the
numerous news-vendors in the vicinity of
the Hongkong Hotel, and from Leo House
Street to the "Star" Ferry. Once
cannot pass them without being pestered
to buy a paper, and these newspaper
sellers go even further by chasing, and
even intercepting one and actually push-
ing the paper into one's face or hand.
Apparently they also fail to use their
eyesight, for it very often happens that
even when one is actually carrying a
newspaper one is still far from exempt
and are just as pestered to buy one as
before. This more particularly happens
from the time the evening papers are
on the streets.

It appears to the writer that something
of a remedy would be to reduce the
number of news-vendors, and, although
this would not entirely do away with
the daily annoyance occasioned by them,
it would at least give breathing space
before reaching the next seller.

Another annoyance, in a different way,
is the disgusting sight often seen on the
lower level trams. Provided the top deck
is fairly clear of passengers, it is noth-
ing unusual to see a Chinese, whose
place would appear to be with the third
class passengers, take a seat, calmly slip
off his shoes, clogs or slippers and place
his feet on the seat in front. There may
be no harm in it, but it is certainly not
a very pleasant sight. This, of course,
could easily be stopped by the conductor
being more strict and interfering when
he comes to collect fares on the top deck.
Despite the notices on the trams, there
is often the horrible and filthy habit of
spitting to be put up with.

These are only a few of the nuisances
and annoyances the European resident
has daily to put up with, but they are
some of the more apparent ones.

ROAD REPAIRS.

"ANOTHER OLD RESIDENT" writes:—The
article on road repairs in Saturday
morning's paper reminds me of the
Limerick which was sent to the Press
when the Director of Public Works
made his famous reply to the ques-
tion asked by the late Mr. Murray
Stewart. It ran thus:—
There is an old man we all know,
Whose replies were not quite apropos.
When his work wasn't done,
He would say 'twas the sun,
Or the wind, or the rain, or the snow.

THE MAILS.

Home mail via Negapatam (letters
and papers, dated London, July 15th)
arrived on Saturday afternoon by the
s.s. Hong Hwa. The total mail landed
was 376 bags, of which 83 bags were from
the United Kingdom.

The mail from Home via Siberia,
which was due on Friday evening by
the s.s. Fingchow did not arrive, owing
to the vessel being diverted at the last
moment to Amoy before coming on to
Hongkong. She is due to-day with 75
bags of mail from Shanghai and 11 bags
from Home via Siberia.

Other mails due to-day are from
U.S.A., Honolulu, Japan and Shanghai
by the s.s. President Hayes and s.s.
Korea Maru; from Manila by the
R.M.S. Empress of Asia; from Shanghai
by the s.s. Soochow.

The next Home mail, via Suez, is due
by the P. and O. s.s. Malwa on Thurs-
day. This steamer will bring letters and
papers from the United Kingdom, dated
London, July 22nd, and parcels, of July
15th.

NEWSPAPERS VIA SIBERIA.

There are undoubtedly a number of
residents who send newspapers Home,
marked via Siberia, in the same way as
they send letters which they desire to
reach the United Kingdom quicker than
by the longer Suez route. It is learned
that, on the contrary, papers do not
reach England any quicker by being
marked via Siberia, because at the local
Post Office they are re-directed and de-
patched by the first outward mail via
Suez. There would be a loss of revenue
on papers if sent via Siberia, as the
papers sent from Hongkong are, neces-
sarily much smaller in quantity than
those arriving here from Home. The
only way in which papers can be sent
Home via Siberia, if people want them
to get their quickly, is by paying the
same rate on them as postage, as in the
case of letters.

TYPHOON REPORTS:

OBSERVATORY AND MANILA
INFORMATION.

At 10.45 a.m. on Saturday, the following
notice was posted at the Harbour Office
regarding that one of the two typhoons
which was nearest to Hongkong:—In Lat.
18 N., Long. 113 E.—filling up.

The position, near the Paracels, was
the same as that reported on Saturday,
outside the 300 miles radius.

At 6 a.m. on Saturday, the American
Consulate received the following intelli-
gence:—

At 8 p.m. yesterday, the "nearer"
typhoon was in Lat. 17 N., Long. 112 E.,
moving West. The "further" typhoon
(outside of Luzon) was East of Bauntang
Channel, moving N.N.W. or N.

At 11.30 a.m. on Saturday, the Obser-
vatory reported:—
The typhoon near the Paracels appears
to be filling up and the other typhoon
appears to be about 150 miles E.S.E. of
Koshun, moving N.N.W.

Pressure has increased slightly from
N.E. China to N.E. Japan and to Tournae.
It has decreased moderately over For-
mosa and slightly over the Loochoos.

MANILA WARNING.

The American Consulate-General in
Hongkong received the following typhoon
warning from the Manila Observatory
despatched at 11.30 a.m. on Saturday:—
Cyclone or typhoon over or near Meia-
cosmia, moving N.N.W. or N.
Typhoon in about 114deg. Long. E.,
18deg. Lat. N., recurring North-eastward.
The Royal Observatory report issued at
3.30 p.m., on Saturday stated:—
The typhoon at 2 p.m. was in Lat. 24
N., Long. 124 E., moving north.
The depression over the Paracels ap-
pears to have been filling up.

Local forecast: N. or variable winds,
light to moderate; fine to cloudy.

The following telegram was received
from Manila Observatory at the local
U.S. Consulate:—
August 15th, 12.10 p.m.—Cyclone or
typhoon W. of Luzon more than 100
miles distant, moving E., typhoon in
about 122deg. Long. E. and 23deg. Lat.
N., moving N.N.W.

15th, 5 p.m.—Cyclone or typhoon N.
of Formosa inclining westward.
15th, 5 p.m.—Cyclone or typhoon west
of Luzon more than 100 miles distant,
moving E.N.E.

WEATHER REPORT.

Last night's weather report, forecast
and remarks, issued from the Royal
Observatory, stated:—
The northern typhoon appears to be
entering the coast about 50 miles N. of
Fochow, moving north-west. The south-
ern typhoon appears to be nearly station-
ary in Lat. 18 N., Long. 118 E.
Local forecast: W. or variable winds,
moderate, fine, to cloudy.

FINAL TEST MATCH.

ENGLAND COLLAPSE AFTER GOOD START.

AUSTRALIA FARES BADLY AGAINST MAGNIFICENT BOWLING.

18,000 SPECTATORS PRESENT.

[THROUGH REUTER'S AGENCY.]

Extraordinary interest is being taken in the fifth and final Test Match between England and Australia, which opened at the Oval in glorious sunshine on Saturday. After the luncheon interval the spectators had increased to 18,000.

Four games have already been played, but none have been completed, and upon this game, which is to be played to a finish, depends the destination of the "Ashes" for the year 1926. The Australians have won the rubber in Australia twice and England once since the war. Nineteen test matches have been played since the cessation of hostilities, and England can only claim one victory, gained in Australia in 1924-25.

England opened well, although Hobbs was lost to the side when the score stood at 58 runs for one wicket, this player misjudging a full toss from Mailey, after scoring 37. However, when England's score stood at 213 for 5 wickets, a surprising collapse followed. Sutcliffe met with an accident, being hit in the face and there were then 6 wickets down with the score only being advanced by one run. The remaining four wickets only produced just over sixty runs.

Following the tea interval, prior to which England had concluded their innings for 290, Australia went in to bat. They fare very poorly, however, this being due to the magnificent bowling, fine fielding, and the brilliance of Strudwick. The result was that when stumps were drawn, they had only compiled 60 runs and were four wickets down.

A Reuter cable from London of August 15th stated:—

A substitute will probably stand by to deputise as England's wicket-keeper, in the Fifth Test Match at the Oval, in place of Brown (of Hampshire) who was injured in the match against Leicestershire.

THE TEAMS.

Reuter also cabled the twelve players selected by the Australians. The player to stand down would be decided after an inspection of the wicket on Saturday morning. The team selected was as follows:—

H. L. Collins (N.S.W.), captain, W. Bardsley (N.S.W.), vice-captain, J. S. Ryder (Victoria), T. J. E. Andrews (N.S.W.), W. M. Woodfull (Victoria), W. H. Ponsford (Victoria), C. G. Macartney (N.S.W.), W. A. Oldfield (N.S.W.), C. V. Grimmett (South Australia), A. A. Mailey (N.S.W.), J. M. Gregory (N.S.W.), A. J. Richardson (S.A.).

Bardsley, Ryder, Andrews, Woodfull, Macartney, Oldfield, Mailey, Gregory and Richardson have played in all four Tests this season.

Illness kept Collins out of the 3rd and 4th, in which Grimmett played. Ponsford came into the team for the 4th in place of J. M. Taylor (N.S.W.) who is still dropped.

Bowlers in the side are Gregory (fast), Ryder (medium-fast), Macartney (slow), Mailey, and Grimmett (googly), Richardson (medium) and also Collins. Oldfield is stumper.

England's selected team is:—
Mr. A. P. F. Chapman (Kent), captain, Mr. G. T. S. Stevens (Middlesex), W. Rhodes (Yorkshire), J. B. Hobbs (Surrey), F. E. Woolley (Kent), H. Sutcliffe (Yorkshire), E. Hendren (Middlesex), M. W. Tate (Sussex), H. Larwood (Nottingham), G. Geary (Leicester), G. Brown (Hampshire) and twelfth man, E. Tyldesley (Lancashire).

Strudwick (Surrey) took the place of Brown.

[BRITISH WIRELESS SERVICE.]

GOOD CONDITION.

Rugby, August 13th.

Despite heavy storms the last few days, the wicket at the Oval is in good condition for the final Cricket Test Match between England and Australia which begins to-morrow.

Tremendous interest is taken in the contest because none of the previous four matches was completed and because the present will be fought to a finish, thus deciding the rubber.

EXTRAORDINARY INTEREST.

A Reuter cable, dated London, August 14th, states:—

At the Oval extraordinary interest was displayed in the fifth and final Test Match, which has to be played to a finish. Over ten thousand spectators were present.

Chapman won the toss. Hobbs and Sutcliffe opened the innings and both had scored two runs each at the moment of cabling.

LATER.

Nineteen runs were scored in half an hour. Hobbs sent a leg boundary off Grimmett and 50 runs were hoisted in 55 minutes. Hobbs in his next over completely misjudged a full toss from Mailey and was out for thirty-seven, Sutcliffe having scored thirteen (53 for one wicket in 58 minutes).

Woolley thrice sent the ball to boundary, but, in facing Mailey, was in one over bowled on reaching forward to a fine length run (91 for two wickets). Woolley scored 18 and Sutcliffe had scored 40.

Hendren was played on by Gregory when he had scored eight (108 for 3 at the lunch interval).

LATER.

After the lunch interval there were 18,000 spectators present when the match was resumed.

A GOOD PARTNERSHIP.

Chapman received a fine ovation when he joined Sutcliffe. Their partnership resulted in 23 runs being added in fifteen minutes. Chapman sent the score up to 150 in 155 minutes. His excellent driving was loudly cheered. Sutcliffe was quieter. Sutcliffe had scored 69 runs and Chapman 41 runs, when the score stood at 178 for three wickets. Bowling changes proved ineffective.

Chapman scored 40 out of 65 in an hour, then going out with a vigorous drive, was smartly stumped. (189 for 4 wickets in 77 minutes).

After an ovated and spirited display, a surprising collapse followed. Stevens (17 runs) was out with the score at 213 for 5 wickets, and Sutcliffe, after being hit in the face, was out after compiling 78 runs. (214 for 4 wickets).

After 215 minutes of steadfast play Geary left (231 for 7 wickets). When Tate was out the score was 266 for 8 wickets and read 266 for 9 wickets after Larwood was caught by Andrews.

With eleven extras, England were all out the tea interval for 280.

THE AUSTRALIAN'S OPEN.

After tea the Australians opened their innings. There was some magnificent bowling seen, and fine fielding; while Strudwick was brilliant and caught Bardsley (9 for 1 wicket).

Macartney was played on and at the end of half an hour the score was 44 for 2 wickets. Ponsford was another victim of Strudwick's brilliance (51 for 3 wickets). Andrews off stump was uprooted (56 for 4 wickets).

When stumps were drawn, Australia's score stood at 60 for 4 wickets.

THE SCORES.

The scores were as under:—

ENGLAND—1ST INNINGS.

J. H. B. Hobbs, b Mailey	37
F. E. Woolley, b Mailey	18
E. Hendren, b Gregory	8
H. Sutcliffe, b Mailey	78
Mr. A. P. F. Chapman, s Oldfield, b Mailey	42
Mr. G. T. S. Stevens, c Andrews, b Mailey	17
W. Rhodes, s Oldfield, b Mailey	23
G. Geary, run out	9
M. W. Tate, b Grimmett	23
H. Larwood, c Andrews, b Grimmett	0
Strudwick, not out	0
Extras	11
Total	280

BOWLING.

Gregory took one wicket for 31 runs; Grimmett 2 for 74 runs; Mailey 6 for 133 runs; Macartney 0 for 18 runs; and Richardson 0 for 10 runs.

AUSTRALIA—1ST INNINGS.

W. M. Woodfull, not out	23
W. Bardsley, c Strudwick, b Larwood	9
C. G. Macartney, b Stevens	25
W. H. Ponsford, run out	2
T. J. E. Andrews, b Larwood	3
H. L. Collins, not out	1
Extras	5
Total for 4 wickets	60

ANOTHER OUTRAGE.

A.P.C. INSTALLATION MANAGER HELD BY BANDITS.

\$40,000 RANSOM DEMANDED.

BANDITS THREATEN DEATH.

[THROUGH REUTER'S AGENCY.]

Hankow, August 14th.

J. W. Moore, installation manager of the Asiatic Petroleum Company at Changsha, was taken by bandits on the morning of the 13th instant, and later a demand for \$40,000 was sent in to the company's Changsha office, otherwise the captors threatened to kill Moore by noon to-day. Urgent representations are being made to the Changsha authorities by the British Consul.

EGYPTIAN AFFAIRS.

ABOLISHING THEIR LEGATIONS AND CONSULATES ABROAD.

CAIRO, August 15th.

The wholesale abolition of Egyptian Legations and Consulates abroad has been voted by Parliament as a measure of economy. Spain, Sweden, Switzerland, Brazil, Belgium, Holland, Czechoslovakia and Roumania are affected hereby.

The Foreign Minister opposed the abolition of the Spanish Legation, but the Chairman of the Parliamentary commission, which proposed the whole matter, said this was agreed to by the Ministers.

"THE TIGER."

MORE ABOUT HIS LETTER.

PARIS, August 15th.

M. Clemenceau declared that he had not read Senator Borah's criticism. His letter was to President Coolidge, and, therefore, he will not reply. As a matter of fact, added the "Tiger" I shall not answer anybody. I said all I had to say in my letter, addressed, firstly, to the American people and then to the French. Let us wait and see the natural reactions. M. Clemenceau does not intend to return to politics, and says that he prefers his garden to the Senate.

METAL COMBINE.

NO REDUCTION OF OUTPUT.

WHY THE BRITISH HOLD ALOOF.

PARIS, August 14th.

The French, German, Belgian, and Luxemburg metal industry groups have issued a draft Convention to which the adhesion of two of the parties concerned, which is at present withheld, is regarded as certain.

The Convention does not anticipate the likelihood of a restriction in output, but rather the introduction of regulations for a more reasonable distribution of production. Quotas of production have been arranged, and the proposed output will be greater than in recent years.

An agreement has also been reached on the question of the regulation of specialised industries.

A quota production has also been arranged for Czechoslovakia, Poland, and certain Austrian industries manufacturing hardware goods.

Le Matin states that the British representatives have been kept informed throughout the course of the negotiations. It concludes: "There are special economic reasons obliging British industrialists to hold aloof temporarily from this Continental combination."

THE HUNGARIAN MAGAZINE

DISASTER.

BUDAPEST, August 13th.

It is estimated that about 28 tons of powder exploded in the disaster on Csepel Island. Many were injured by the air blast and the fall of debris.

The fire was localised in the evening and no further explosions occurred during the night. It is officially declared that there was no loss of life.

THE FRANC RATE.

LONDON, August 13th.

Francs closed, French at 179.37, and Belgian at 182.

YANGTZE INCIDENT.

CHINESE SOLDIERS FIRE ON

H.M.S. "WOODLARK"

BULLET PASSES THROUGH SAILOR'S HELMET.

AN APOLOGY.

[THROUGH REUTER'S AGENCY.]

Hankow, August 15th.

Delayed reports from up-river state that H.M.S. Woodlark, while proceeding from Hankow to Changsha, was fired at by Tang Seng Chi's troops on the 10th inst. near Yochow.

The Woodlark did not return the fire. There were no casualties; but a bullet passed through a sailor's helmet. After the Woodlark's arrival at Changsha the matter was reported to the Admiral, who demanded an apology from the Governor, which, it is stated, was shortly afterwards delivered.

FRENCH REVENUE.

SUBSTANTIAL INCREASE SHOWN.

PARIS, August 15th.

French revenue returns for the first seven months yielded 19,132,000 francs, showing an excess of 3,639,000 on the corresponding period of 1925.

A decree raises the Customs duties by 30 per cent, with a number of exemptions, particularly on paper for newspaper-making.

THE NEW DECREE.

PARIS, August 15th.

The new decree increases the Customs duties by thirty per cent, except to tobacco, newsprint, and cellulose used in the manufacture of sausages and certain cheese.

Another decree authorises a forty-five franc per hectolitre duty on various mineral oils.

COBHAM NOW AT MELBOURNE.

FIRST HALF OF FLIGHT COMPLETED.

MELBOURNE, August 15th.

Alan Cobham has arrived here, thereby completing the first half of his flight.

TERRIBLE CRASH ON WESTMINSTER BRIDGE.

LONDON, August 13th.

Westminster Bridge was the scene of a serious traffic accident during the rush hours this evening, a tram-car colliding with an omnibus, both being loaded with passengers, numbers of whom were injured.

When on the bridge the bus, in avoiding a taxi-car, swerved on to the tram lines and a tram, coming from the opposite direction, crashed into it head on. This was followed by the piercing screams of passengers and terrified shouts of passers by. Glass was shattered, the framework of the bus was twisted, seats both inside and outside were torn up and the top part of the bus practically severed from the lower.

Passengers were thrown in all directions, those inside being imprisoned. They were removed with blood streaming from heads and faces and with clothes bespattered.

Up to the present there have been no fatalities.

STONE-THROWING INCIDENT.

FRENCHMAN APOLOGISES TO LADY.

LONDON, August 13th.

The Commissioner of Police at Granville has concluded his enquiry into the stone-throwing incident on July 26th, when a lady passenger was seriously injured by a Frenchman who threw a stone. Interrogated, he said he and others on the quay strongly resented the passengers throwing coopers. He deeply repented for the stone-throwing and humbly apologised to the injured lady and other passengers. The Commissioner has severely reprimanded him.

A message received on July 26th stated: "Excursionists from Jersey to Granville had an unpleasant experience. On leaving Granville the steamer's band struck up the 'Marseillaise.' A crowd on the quay resented this, and started throwing stones. A woman passenger was hit. Much indignation is felt in Jersey."

U.S. RAILWAY DISASTER.

EXPRESS TRAIN DERAILED.

SIX KILLED, TEN SERIOUSLY INJURED.

[REUTER'S AMERICAN SERVICE.]

New York, August 14th.

Six persons were killed and ten seriously injured by the derailment of an express train near Riverhead, Long Island, yesterday night.

The train was travelling at sixty miles an hour, and when crossing points two powerful locomotives left the rails and plunged over the embankment, crashing into the road while two coaches capsized.

THE MEXICAN SQUABBLE.

THE PRESIDENT'S CLEMENCY.

WASHINGTON, August 13th.

A petition by the Knights of Columbus for diplomatic intervention in the Mexican religious controversy and the repeal of the embargo on the import of arms has been presented to Mr. Kellogg. Higher Columbus officials conferred on the matter with Mr. Kellogg for some time, but the discussions were strictly private.

Mr. Kellogg is going to-morrow to President Coolidge's summer camp, where it is expected that the whole Mexican situation will be discussed.

PRESIDENT CALLES' DECISION.

MEXICO CITY, August 14th.

President Calles has decided not to make formal charges against Archbishop Moray del Rio because of an interview he recently gave an American Press representative in alleged violation of a clause of the Constitution forbidding clergymen to criticise the Government or the fundamental laws of the country.

NEW YORK STOCK MARKET.

FLOOD OF SELLING ORDERS.

NEW YORK, August 13th.

The unexpected increase in the bank rate has damped the ardour of the stock market. Business opened with a flood of selling orders, followed by a decline in prices from one to ten per cent. Practically all securities, including General Motors, were involved in a strong investment demand for high grade railway securities, and this caused a partial recovery, many early losses becoming gains.

AMERICAN AIRWAYS.

NEW PLANS APPROVED.

NEW YORK, August 13th.

Whilst at his summer camp at Paul Smith, President Coolidge has approved plans for trans-continental and south-western airways from Chicago. Mr. Hoover hopes there will be full passenger and mail services in six months, although the number routes has yet to be considered. These will first be laid down by the Department of Commerce to develop civil aviation.

ITALY AND AMERICA.

DEBT QUESTION.

ROME, August 13th.

Count Volpi, interviewed by Reuter, said that while Mr. Mellon's calls on Signor Mussolini and himself were courtesy calls it was easy to understand that the conversation touched finance, though without any definite object. Mr. Mellon was able to see that facts set forth in the debt negotiations at Washington corresponded with the actual state of affairs, at which Mr. Mellon was gratified.

AN ANGLO-RUSSIAN TRADE UNION DISPUTE.

Moscow, August 13th.

The discussions of the Anglo-Russian Committee which met in Paris a fortnight ago to promote trade union unity and to facilitate the entry of Russia into the Amsterdam International were far from harmonious, according to a report by M. Andreev, Chairman of the Soviet delegation to the Central Council of Soviet Labour Union.

M. Andreev says the British delegation, consisting of representatives of the Council of the Trade Union Congress, declined to discuss the question of assistance to British miners, which was placed on the agenda for their approval, and also demanded that the Russians withdraw the resolution condemning the conduct of the T.U.C. in the general strike. The Russians refused to do so and declared that the Russian Labour Unions would continue to support the miners.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI MIXED COURT.

MEETING OF DIPLOMATIC BODY.

PEKING, August 13th.

Whilst no official statement is obtainable regarding the results of the meeting of the Diplomatic Body yesterday, it is understood that an important decision was reached whereby the prospect of the rendition of the Shanghai Mixed Court is considerably increased.

CAPT. BETTS' CLAIM.

SETTLED BY YUNNAN'S TUCHUN.

PEKING, August 13th.

Tang Chi Yao has paid Capt. Betts \$1,000 in full statement of his claim for the loss of his equipment and personal effects in the hands of bandits last May.

ILL-TREATMENT OF U.S. CONSUL.

PEKING, August 13th.

The American Legation has protested to the WaichiaoPu regarding the recent ill-treatment of the Consul at Harbin.

BRITISH COAL DISPUTE.

MR. COOK IGNORED.

NO SUBSIDY LIKELY.

[BRITISH WIRELESS SERVICE.]

LONDON, August 13th.

The only development to-day in the coal situation was an appeal made to the Government by Mr. Cook, the Miners' Secretary, in a Press interview, to declare against longer hours, to accept the principle of a national minimum and to invite the miners' leaders to meet the Government with a view to arranging for a national agreement and for the purpose of discussing the reorganisation of the mining industry.

It is stated in Government circles to-day that the Cabinet has no intention of abandoning its attitude on the question of a further subsidy to the coal industry. In no circumstances will any further State support be given, and if any scheme which is evolved at Monday's Conference of the Miners' Delegates returns a subsidy as an essential feature, it will not be acceptable to the Government.

The General Council of the Trade Union Congress met to-day and discussed the coal dispute.

London stock markets showed this afternoon a more cheerful tendency, attributable to the expectation of developments in the coal situation.

MINES IN WEST MIDLAND AREA.

MR. COOK'S ADVICE DISREGARDED.

LONDON, August 14th.

Work has resumed at all the collieries in the West-Midland area, most of the pits being in full swing at an eight hours' day.

Seventy per cent. of the men disregarded the advice of Mr. Cook, who recently visited the area.

All are expected to return next week.

WHY RUHR TRADE IS BOOMING.

BERLIN, August 14th.

The Ruhr trade is booming and the Rhens and Westphalian industrialists are of opinion that a speedy termination of the British miners' strike will not immediately affect the position, especially in view of the technical supremacy and superior organisation of the Ruhr, also the new Continental steel agreement and the cessation of Franco-Belgian dumping competition.

The demand for household coal in Great Britain and Germany cannot be satisfied owing to increasing commercial requirements at home and abroad. Record shipments of Ruhr coal in Great Britain are expected for at least three months after the strike ends, as all stores in Britain are exhausted to the safety of bunker demands.

OBITUARY.

SIR LEICESTER BEAUFORT.

CAPE TOWN, August 13th.

The death is announced of Sir Leicester Beaufort, who from 1901 to 1919 was Chief Justice of Northern Rhodesia.

[Sir Leicester Beaufort was 73 years of age and a native of Cheshire. He was educated at Westminster and Oxford, studied law and was called to the Bar in 1879. For some years he was a member of the London School Board, and in 1889 he went to British North Borneo as Governor's Secretary and Judicial Commissioner. From 1895 to 1900 he was Governor of the Colony of Labuan and of the State of North Borneo, receiving his appointment as Chief Justice of Northern Rhodesia in 1901. He was knighted on retiring in 1919.]

WEATHER REPORTS.

CO-OPERATION OF SHIPMASTERS REQUESTED.

PROMPTNESS ESSENTIAL.

(1) In their Circular No. 403 the Marconi International Maritime Communication Company have authorised their operators to send weather reports to the Royal Observatory, Hongkong, and shipmasters are earnestly requested to co-operate in the forecasting and storm-warning work of the Observatory, by arranging for meteorological observations to be made and transmitted by the wireless operator without delay.

(2) The accuracy and utility of the Observatory forecasts will increase in proportion to the number of ships co-operating, the accuracy of the observations, and the promptness with which they are despatched. In the interest of shipping, therefore, every master possessing a radio-telegraphic installation should send observations at the hours stated, namely at 0300, 0900 and 2300 G.M.T., and endeavour to make the service as efficient as possible.

(3) It is requested that mercurial barometers should be used whenever possible, and that owners should co-operate by supplying their ships with at least one good mercurial barometer, of the Board of Trade pattern. Very few aneroid barometers are satisfactory. Generally speaking, the index error varies considerably from time to time, and is seldom constant throughout the scale. Moreover their readings are usually affected by changes of temperature though they are supposed to be compensated in this respect. In every case the readings should be followed by the word "Mercury" if a mercurial barometer is read, or "Aneroid" if an aneroid is read.

(4) It is very important that a few readings (at least four) of the barometer used for the wireless messages should be taken in Hongkong and forwarded to the Observatory, for comparison with the Standard. It is also very important that the readings in the radio messages should be exactly as read off, without any correction whatever, except in the case of ships which have not sent comparison observations to the Observatory. Such ships should correct the readings of mercurial barometers for index error, and reduce them to 32° degrees Fahrenheit, sea level, and gravity at 45 degrees latitude; using the best index error available and adding the word "corrected." If an aneroid barometer is used and no comparison observations have been sent to the Observatory, the readings should be corrected for index error and reduced to sea level.

(5) It is requested that when within range of Cape d'Aguilar the Captain will arrange for observations to be made at 4300, 0600, 0900 and 2200 G.M.T. and for a message, prepared by the observer, to be handed to the operator for transmission containing the following information:—

- Ship's name, position, and the time of observation (G.M.T.)
- Barometer reading (with no correction whatever, except as mentioned in paragraph 4 above).
- Thermometer reading.
- Wind direction and force.
- State of Sea.
- State of weather (in plain language) fine meaning 0 to 3 of cloud; fair 4 to 6 of cloud; cloudy 7 or 8; overcast 9 or 10.

In no circumstances will the operator write these messages.

(6) Reports for transmission from the ship will be addressed to "Royal Observatory, Hongkong," and immediately on the acceptance of these messages the operator will enter (a) Prefix "S," (b) Date, (c) Time handed in (G.M.T.)

(7) All messages handed in under the above conditions shall be dealt with as follows:—

They shall be communicated to the coast station at the first opportunity, and shall receive priority as Government messages.

Wherever possible, each message shall be repeated.

(8) All messages shall be treated free of coast tax, ship tax, and land charges.

(9) Reports handed in for transmission written on any form other than the message form numbered 81, shall be affixed to a message form 81 in such a manner as not to cover the space reserved for service instructions and other data.

(10) A special watch on the 600 metre wave will be kept by Cape d'Aguilar for ships calling with these messages from 0315 to 0345, 0815 to 0845, 0915 to 0945, and 2215 to 2245, G.M.T. or until all meteorological messages are cleared.

Ships calling with these messages are advised to call with prefix "S."

ROYAL OBSERVATORY INFORMATION.

The information broadcast by the Royal Observatory, Hongkong, is as follows:—

Meteorological observations from various stations in the Far East will be broadcast by Cape d'Aguilar (V.P.S.) on a 600 metre spark at 0400 and 1200 G.M.T. and repeated on 2800 metres C.W. at 0500 and 1300, respectively. These messages will be followed immediately by the weather reports and forecasts which were formerly broadcast at 0500 and 1300 G.M.T. The names of the observing stations included in the morning and evening broadcast are given below, together with the hours at which the observations are taken at each station.

As it has been found impossible to secure complete synchronism, the morning barometer readings will be reduced approximately to 2200 and the afternoon observations to 0800 G.M.T.

(Continued on next column.)

THE "ADOLF VON BAEYER."

REPAIRS TO BE MADE AT NAGASAKI DOCKYARD.

SHANGHAI, August 7th.

Mitsui Bussan Kaisha's plant at Nagasaki will have the job of repairing the Stinnes Line steamer *Adolf von Baeyer* at a price which none of the local dockyards was willing to meet. A cablegram from the home office of the Stinnes Company in Hamburg has authorised the local agents to sign the contract with the Japanese. The next best bidder was the Shanghai Dock and Engineering Company.

It was pointed out that the vessel is none too seaworthy and that it will be running a considerable risk to tow her to Japan in this typhoon season, but the Japanese dockyard's offer was so tempting and meant such a considerable saving that the owners will take the chance.

Considerable repairs will have to be effected to the vessel before she can begin her hazardous trip and these repairs will be made locally. The Mitsui dock officials aim to minimise the risk in taking the vessel across the China Sea as much as possible, and will send their own towboats and salvage crews across to get the *von Baeyer*.

The *Adolf von Baeyer* was just ready to sail, on June 22nd, in fact her sailing time had been pushed back a few hours owing to the weather, when the fire broke out in the forehold. The principal item of the cargo was saltpetre, and the fire was most spectacular as many explosions occurred at intervals, so that the firemen felt that they were taking their lives in their hands. The fire was not extinguished until after three days' work by fire boats and the Municipal engines.

PASSENGERS.

ARRIVALS.

Per B.I. s.s. *Takada*, from Calcutta, via ports, on August 15th:—Lieut. Y. E. Wright Neville, Mr. J. Gova Kian, Mr. A. England, Mr. C. F. Corres, Mr. Cheong Chan Thong, Capt. Hille, Mr. M. Jou. Among through passengers were: Mr. N. T. Johnson, Miss L. P. Hooper, Mr. and Mrs. W. T. Beckton, Miss Wheeler, Mr. B. B. Hansen, Mr. N. S. Gosalia, Mr. Albert K. Avenet.

DEPARTURES.

Per s.s. *Suea Maru*, on August 14th:—Mr. S. R. Smith, Miss M. Curtice, Mr. A. C. H. Lay, Mr. P. K. Postema, Mr. W. H. Findlay, Mrs. L. Bagot, Mr. J. Wilson, Mr. S. Lack, Mr. C. M. F. Finelli, Mr. S. Abe, Mr. and Mrs. A. D. Brownlee, Mrs. W. L. Thompson, Miss M. Thompson, Mr. and Mrs. A. B. Hill, Mr. R. E. Phillips, Mrs. L. Hennessey, Mrs. R. Conlon and infant, Mr. W. Antonio, Mr. A. Giovanni, Mr. T. Giovanni, Mr. P. Aurelio, Mr. U. Salvatore, Mr. J. da Costa Barboza, Mrs. S. Imoto, Mr. W. Gennaro, Mrs. J. da Costa Barboza, Mr. C. Dayton, Mr. N. Pasquate, Mr. T. Santo, Mr. W. Francisco, Mr. W. Umberto, Mr. R. Carmelo, Mr. V. Domenico, Mr. A. Paolo, Mr. De R. Giuseppe, Mr. P. Vincenso, Mr. B. Sugiyama, Mr. C. Ubaldo, Mr. S. Antonio, Mr. P. Vincenso, Mr. E. Giovanni, Mr. T. Luigi, Miss L. Sugiura, Mrs. T. Gotob, Mrs. E. Lippe, Mr. Antonio Schiavino, Mr. C. Annibassi, Mr. M. Vite, Mrs. F. Fukumaru, Mr. J. Daynes, Mrs. A. J. Budden, Mr. H. W. Kinney, Mr. S. Gotob, Capt. R. Giovanni, Mr. C. Giovanni, Mr. A. Vincenso, Mr. A. Frits, Mr. M. Noda, Mr. G. L. Barrett.

The first four figures of each group will give the barometer reduced to 32° F., sea level, and gravity at 45°. The fifth and sixth figures the temperature of the air in degrees Fahrenheit, the seventh and eighth the temperature of evaporation, the ninth and tenth the direction of the wind (00=North; 04=East; 08=South; 12=West) the eleventh the force of the wind on the Beaufort scale, 9 meaning 9 or above. The twelfth the weather according to the following code:—

- 1=fine; blue sky or detached clouds.
- 2=cloudy or overcast.
- 3=rain.
- 4=fog.
- 5=thunderstorm.
- 2=no observation.

[The List of Stations whose meteorological observations are broadcast by Cape d'Aguilar, Hongkong, are published in the *Government Gazette*.]

2. Storm warnings are broadcast at about 0400 G.M.T. and repeated every two hours until 1600 G.M.T. or until the next warning is issued.

3. The Hongkong Observatory will also send wireless Time Signals, via Stonecutters, in accordance with the Manila programme, between 0155 and 0200 G.M.T., and between 1255 and 1300 G.M.T. In this programme dots are sent each second, the 25th, 29th, 34th, 55th, 56th, 57th, 58th and 59th seconds being omitted for the purpose of identifying the signals.

The Time Signals are preceded by the following warning signals from Stonecutters between 0153 and 0155 G.M.T. and between 1253 and 1254 G.M.T.

CQ DE BXY HK TIME WAIT.

Both Warning and Time Signals are sent out on a wave length of 9,000 metres from a 20 kw tonic train (I.C.W.). Radio-telegraphic land and ship stations within range of Stonecutters are required to keep silent between 0153 and 0200 G.M.T. and between 1253 and 1300 G.M.T. in accordance with Article 45, paragraph 3, of the Service Regulations appended to the International Radio-telegraph Convention of 1912. Operators are also required to keep themselves provided with the most accurate time available in order to know when to shut down.

SHIPPING NEWS.

HONGKONG SHIPPING.

The week-end shipping statement showed some interesting and also a general improvement in freight movements. While Saturday's freight figures were heavy, those for yesterday showed a considerable decrease. This was due to the fact that the arrivals for Saturday touched the top mark, and in fact they were the highest figure for some time past; while the arrivals up to yesterday morning were ten less than on the previous day at the same hour. Consequently, there was a drop in both tonnage and freight. The freight entered for both days was an increase on the Friday returns. Tonnage figures were, Saturday:—Total: 38,804 tons (British vessels, 13,659 tons; other nationalities 25,145 tons) Sunday:—Total: 13,963 tons (British vessels, 8,032 tons; other nationalities 5,931 tons).

At 9 a.m. on Saturday there were 53 vessels in the harbour, of which 22 were British. During the previous 24 hours there were eighteen arrivals, viz., six British, one French, two Dutch, one Norwegian, one Danish, three Japanese and four Chinese. The departures over the same period came to seven, viz., two British, one Japanese, three Chinese and one Danish. At 9 a.m. yesterday there were 51 vessels in the harbour, of which 20 were British. During the previous 24 hours eight vessels arrived, viz., three British, three Japanese, one Chinese and one French. The departures during the same period came to eleven, viz., four British, two Japanese, four Chinese and one French.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong 11,189 tons.
For ports beyond 5,359
Total 16,548

(For the previous 24 hours ended at 9 a.m. on Saturday).

For Hongkong 22,993 tons.
For ports beyond 14,552
Total 37,545

(For the 24 hours ended at 9 a.m. on Friday).

For Hongkong 6,481 tons.
For ports beyond 6,038
Total 12,519

Of the cargo entered for Hongkong yesterday, 7,753 tons was general and 3,416 tons comprised coal. Of the cargo for Hongkong on Saturday, it is interesting to note that all of the eighteen arrivals brought freight for this port. The six British steamers entered 5,916 tons, of which 2,284 tons and 2,300 tons were the highest entries. Of the remaining 17,083 tons in the other twelve vessels, the best entries were 5,611 tons and 7,400 tons. Of the former entry, 5,611 tons was sugar and the remaining 100 tons general cargo. With regard to the freight net for Hongkong, two British vessels carried 2,742 tons between them, and three vessels of other nationalities, 11,510 tons.

SHIPPING NOTES.

According to a report made at the Harbour Office on Saturday morning by the master of the British India s.s. *Talma*, Mr. D. J. Ramsay, Chief Engineer, of the vessel, died on her way to Hongkong from Osaka, via Amoy.

At the Marine Court on Saturday, before Lieut. Commander G. F. Hole, R.N., a cargo boat mistress was fined \$10, or ten days' hard labour in default, for failing to exhibit regulation lights while under way.

A notice issued by the Superintendent of Customs and the Representative of the Foreign Consular Body have declared the Port of Shanghai to be infected with cholera. A similar notice issued by the same authorities declares the port of Ningpo also is cholera infected. All vessels arriving from these ports for Canton or Whampoa are to be governed by the Sanitary Regulations for the Port of Canton with two modifications as noted below:—1. Steamers arriving from Shanghai and Ningpo bound for Whampoa need not anchor at the Tide Pole Quarantine Anchorage but may proceed to Whampoa. On their arrival there they will be boarded by the Customs Boarding Officer, who will demand a statement in writing from the Captain of the vessel concerned as to whether there were any deaths on board after leaving Shanghai and whether there are or were any cases of sickness. If the Captain's report is such as to arouse suspicion in the minds of the Customs Authorities at Whampoa, he is to be ordered to hoist the Quarantine Flag and to refrain from any communication with the shore until the arrival of the Canton Port Medical Officer who will be sent for at once by the Customs. If a vessel anchors at Whampoa and is not regarded as a suspect she must nevertheless be regularly inspected at Canton by the Port Officer if she subsequently proceeds there. 2.—Rule 2 under Special Regulations A. is to be altered to read that the Canton Quarantine Anchorage shall be immediately below Macao Fort.

The master of the s.s. *Takada* (British) from Calcutta and Singapore, reported to the Harbour Office yesterday that two deaths had occurred among deck passengers during the voyage. One death was due to beri beri and the other to tuberculosis.

Grounded in a thick fog two miles south of the North-east promontory near Weihaiwei, the steamer *Foo Sing* is now helpless and is requesting assistance, according to a cable received from Captain Roosa of the grounded ship. The engine room was flooded, and the steamer looted, the message reads, but salvage is possible if the weather permits. Captain Roosa asked that Wen Kee & Company, owners, should arrange for assistance from either Dairen or Shanghai. The necessary salvage work will be carried out by the local agents of the Tokyo Salvage Co., Ltd., the company reports. The steamer is registered at 1,163 tons, was built in 1897, and was purchased last February from the Foo Chong Steamship Company for \$100,000. She sailed July 30th with a full general cargo for Tientsin. Her hull was insured for only Tls. 50,000 with the Wah An Fire and Marine Insurance Company.

The total number of deck passengers entered for the 24 hours ended at 9 a.m. on Saturday was 616, of which the s.s. *Sinkiang* (British) from Shanghai and Amoy carried 114, and the s.s. *Talma* (British) from Osaka and Amoy 411.

Another well-known resident of Hongkong will be lost to the Colony this week. This being Mr. J. McMurray, who is retiring from the post of Superintendent of Indo-China Steam Navigation Company, after 24 years service with the firm, about half of which time he has filled the position of Engineer-Superintendent succeeding Mr. Angus Sinclair. Mr. McMurray leaves on Thursday for Home by the R.M.S. *Empress of Asia*, and will tour Canada en route before crossing the Atlantic. In connection with his retirement, a farewell tiffin was given in his honour by the Jardine, Matheson and Hongkong and Whampoa Dock Management, at the Hongkong Hotel on Friday. Mr. R. Sutherland, who presided, referred to Mr. McMurray's services and connection with the firm, in an eulogistic speech. He commented on his hard work and devotion to duty. On behalf of all he wished Mr. McMurray, who suffering from a temporary breakdown in health a speedy return to good health. Mr. R. M. Dyer (General Manager of the Hongkong and Whampoa Dock Company) paid a kindly tribute to Mr. McMurray, and, on behalf of all present, presented him with an English silver salver, which he hoped would remind him of the friends he had left behind in Hongkong.

After Mr. McMurray had suitably replied further remarks were made by Mr. Russell, Government Surveyor, Mr. Lang, of Lloyds, and Mr. D. Gow, an old schoolmate and co-worker in Hongkong shipping interests.

Among those present were:—Messrs. R. M. Dyer (Hongkong and Whampoa Dock Co.), R. Sutherland, A. W. Sanderson, P. Tod, Captain P. H. Tolfe, Captain D. Skinner (Jardine, Matheson & Co., Ltd.), Messrs. E. L. Hoise, H. H. Scott, D. Gow, J. S. Macintosh, J. W. Mathews, W. Forsyth, S. Steel, G. Duncan, J. M. Ramsay (Hongkong and Whampoa Dock Co.), Messrs. W. Russell (Government Marine Surveyor), W. Lambert (Assistant Government Surveyor), J. R. Kinghorn (Engineer Superintendent, B. and S.), Captain R. Innes (Marine Superintendent B. and S.), Messrs. W. Lang (Lloyds), T. S. Morrison (Lloyds), K. E. Greig (Taikoo Dock), G. M. Shaw, S. Baker (China Sugar Refinery), A. K. Henderson (Hongkong Tramway Co.), J. Tully (Asiatic Petroleum Co.), W. C. Shinner (United Asbestos Co.), W. Hunter (MacDonald and Hunter), W. McFarlane (Dairy Farm Co.), J. Ormiston (Holvok and Massey), W. R. Butchart (Jardine Engineering Co.), Geo. Edwards (United Asbestos Co.), J. F. Millar (Bradley & Co.), and Dr. Black.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due to-day at 6 a.m.

Benrackle (Ben Line), due to-day.

Empress of Canada (C.P.R.), due August 23rd.

Konigsberg (N.D.L.), due to-morrow.

LADY MOTORIST FINED.

WINS ONE POINT IN APPEAL COURT.

PENANG, August 4th.—The Court of Appeal heard the case of Miss Southam, who was convicted by the lower court, firstly for driving a car without a licence, secondly, for rash driving. After hearing argument on both sides, the court allowed the appeal on the second charge but upheld the first.—*Straits Times*.

FINDLATER'S

"WOODPECKER BRAND"

OF

HEREFORD CIDER

Very refreshing in this hot weather!

\$5 per dozen pints delivered.

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GILMAN & Co., Ltd.,

Hongkong Bank Building.

[129]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE Steamship "KINA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of August, 1926, 4 p.m., will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 19th of August, 1926, at 10 a.m. All Claims against the Vessel must be presented to the Underwriter before the 23rd of August, 1926, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 14th August, 1926. [3864]

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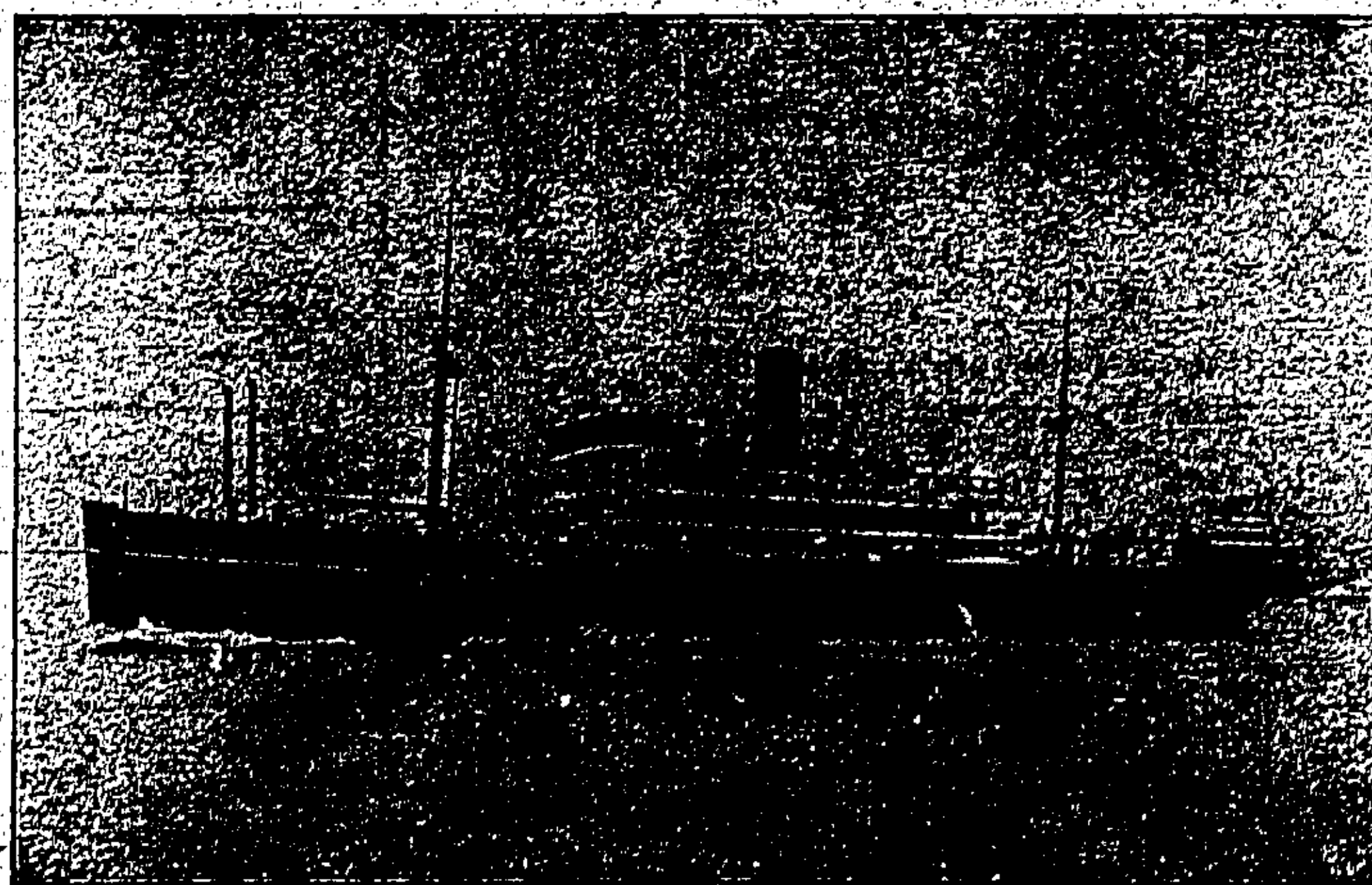
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Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

August 13th.
Kiangsu, British str., 1,555 tons, Capt. C. S. Isbister, from Bangkok, which port she left on August 6th, with a general cargo, lying at buoy No. B11—B. & S.

Produce, Norwegian str., 743 tons, Capt. H. B. Thorbjornsen, from Saigon, which port she left on August 9th, with rice and wood, lying at Stonecutters—K. Larsen & Co.

Takada, British str., 4,225 tons, Capt. J. F. Armour, from Calcutta and Singapore. The former port she left on July 25th and the latter on August 9th, with 568 tons of general cargo, lying at Kowloon Wharf—MacKinnon, Mackenzie & Co.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nantau, with a cargo of vegetables, lying at Luen Cheong Wharf—Fook Hoi Co.

Yei-jun Maru, Japanese str., 1,234 tons, Capt. R. Fukuhara, from Dairen and Amoy, lying at buoy No. C41—M.B.K.

CLEARANCES.

August 14th.
Chihua, for Bangkok.
Halvard, for Saigon.
Lee Sung, for Haiphong.
Pon Sang, for Kwang Chow Wan.
President Lincoln, for Shanghai.
Seistan, for Singapore.
Sinking, for Shanghai.
Sui Fik, for Sha U Chung.
Sumatra Maru, for Shanghai.
Sunda Maru, for Singapore.
Tahiti, for Singapore.
Tonkin, for Haiphong.

August 15th.
Wing Ho, for Kwang Chow Wan.
August 16th.
Hosun Maru, for Swatow.
Sui Fik, for Sha U Chung.
Tak Hing, for Haiphong.

SHIPPING MOVEMENTS.

August 13th.
Hauyang, British str., 1,200 tons, Capt. J. B. Brun, from Shanghai and Amoy, with a general cargo, lying at buoy No. B11—B. & S.

Hip Sang, British str., 1,885 tons, Capt. T. Grant, from Sandakan, which port she left on August 9th, with timber and general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.

Hong Hwa, British str., 1,294 tons, Capt. D. M. May, from Singapore and Singapore. The latter port she left on August 8th, with a general cargo, lying at buoy No. A3—Seng Soon Hong.

Kachuan Maru, Japanese str., 1,425 tons, Capt. Y. Noda, from Miki, which port she left on August 8th, with a cargo of coal, lying at Quarry Bay—M.B.K.

Kakaku Maru, Japanese str., 1,611 tons, Capt. T. Urayama, from Dairen, which port she left on August 8th, with vegetable and beans, lying at buoy No. C2—O.S.K.

Sui Fik, Chinese str., 178 tons, Capt. Lo Shan, from Sha U Chung, with cattle, lying at Luen Cheong Wharf—Fook Hoi & Co.

Sunda Maru, Japanese str., 6,531 tons, Capt. Y. Okuno, from Yokohama and Shanghai. The latter port she left on August 11th, with a general cargo, lying at buoy No. A1—N.Y.K.

Tai, Chinese str., 1,671 tons, Capt. A. B. Yorgensen, from Foochow and Amoy, with a general cargo, lying at Chin On Wharf—Yuet On S.S. Co.

VESSELS IN DOCK.

The following vessels are in dock at Taikoo:—Kaying, Kaithe and Anatina.

SUNRISE AND SUNSET IN HONGKONG.

FOR AUGUST, 1926.

STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.		
Date.	Sunrise.	Sunset.
August 16th.....	6.00 a.m.	6.54 p.m.
" 17th.....	6.01 "	6.54 "
" 18th.....	6.01 "	6.53 "
" 19th.....	6.02 "	6.52 "
" 20th.....	6.02 "	6.52 "
" 21st.....	6.02 "	6.51 "
" 22nd.....	6.03 "	6.50 "
" 23rd.....	6.03 "	6.49 "
" 24th.....	6.03 "	6.48 "
" 25th.....	6.03 "	6.47 "
" 26th.....	6.04 "	6.46 "
" 27th.....	6.04 "	6.45 "
" 28th.....	6.04 "	6.44 "
" 29th.....	6.04 "	6.43 "
" 30th.....	6.05 "	6.43 "
" 31st.....	6.05 "	6.42 "

ADMIRAL ORIENTAL LINE

S.S. "PRESIDENT" "MCKINLEY"

WILL SAIL

AUGUST 19th, 6 a.m.

FOR

SEATTLE AND VICTORIA

VIA

SHANGHAI-KOBE-YOKOHAMA.

Heavy baggage to be delivered to the ship 4 p.m., AUGUST 18th.

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COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN

S.S. "OLDENBURG" ... due here on or about the 31st August
S.S. "SAABLAND" ... due here on or about the 25th September

SAILINGS FOR EUROPE

M.S. "VOGTLAND" ... sailing on or about the 19th August
M.S. "MUNSTERLAND" ... sailing on or about the 10th September

For freight, passage and further particulars please apply to

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TEL. C. 2225.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

AMERICAN & MANCHURIAN LINE

"CITY OF BARODA"

(9,670 TONS D.W.)

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CANADIAN PACIFIC

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QUICKEST TIME ACROSS THE PACIFIC

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LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 15	Sept. 18	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GAOANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* KOREA MARU ... Tuesday, 24th Aug., at Noon
* SIBERIA MARU ... Monday, 31st Sept., at Noon
* TAIYO MARU ... Tuesday, 5th Oct., at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

* GINYO MARU ... Tuesday, 31st Aug., at Noon
* ANJO MARU ... Tuesday, 12th Oct., at Noon
* BOKUYO MARU ... Saturday, 27th Nov., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Port.

* FUSHIMI MARU ... Saturday, 28th Aug.
* HAKOZAKI MARU ... Saturday, 11th Sept.
* HAKUSAN MARU ... Saturday, 25th Sept.
* KITANO MARU ... Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Port.

* MISHIMA MARU ... Wednesday, 18th Aug., at 11 a.m.
* TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

* HAKODATE MARU ... Tuesday, 24th Aug.
* TAKETOYO MARU ... Monday, 5th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

* KAMAKURA MARU ... Saturday, 21st Aug.

BOMBAY via Singapore, Penang & Colombo.

* TOKUSHIMA MARU ... Monday, 30th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

* MURORAN MARU ... Friday, 20th Aug.

NAGASAKI, KOBE & YOKOHAMA.

* TANGO MARU ... Saturday, 21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

* KITANO MARU ... Sunday, 15th Aug.
* PENANG MARU (Calls Moji) ... Tuesday, 17th Aug.
* TOYOOKA MARU ... Wednesday, 18th Aug.
* YAMAGATA MARU (Omit Shanghai, Calls Keelung) ... Monday, 23rd Aug.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Dept.).



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'gk. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
GENERAL METZINGER A	16th July, 1926	17th Aug., 1926	17th Aug., 1926.
AMAZONE ... B	30th July, "	31st Aug., "	14th Sept., "
ANGERS ... B	13th Aug., "	14th Sept., "	23rd Sept., "
DARTAGNAN ... A	27th Aug., "	28th Sept., "	12th Oct., "
ANGOR ... B	10th Sept., "	12th Oct., "	8th Nov., "
FORBOS ... B	24th Sept., "	25th Oct., "	23rd Nov., "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A Class 1st Class ... £ 99. 0d. Od. B Class 1st Class ... £ 85. 0s. 0d.
Steamers 2nd ... £ 70. 0d. Od. Steamers 2nd ... £ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd August.

Sailings subject to alteration without notice.

For full Particulars, apply to:—MESSAGERIES MARITIMES CO.

Telephone: Central 740. 3, Quai de Commerce, 3, Quai de Commerce.

CONSIGNATION—TRAVEL—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CHINKIANG via SHANGHAI ... "YUENSANG" ... Tuesday, 17th Aug. at 7 a.m.	TSINGTAU via SHANGHAI ... "KWONGSANG" ... Wednesday, 18th Aug. at Noon.
OSAKA via SHANGHAI ... "KUTSANG" ... Friday, 20th Aug. at 7 a.m.	MOJI & KOBE ... "CHEONGSHING" ... Sunday, 22nd Aug. at 7 a.m.
TIENTSIN ... "MINGSANG" ... Sunday, 22nd Aug. at 5 a.m.	HAIPHONG ... "HONGSANG" ... Tuesday, 24th Aug. at 2 p.m.
SANDAKAN ... "KUMSANG" ... Wednesday, 25th Aug. at Noon.	TSINGTAU via SHANGHAI ... "KUMSANG" ... Wednesday, 25th Aug. at Noon.
STRAITS & CALCUTTA ... "LEESANG" ... Sunday, 29th Aug. at 3 p.m.	HAIPHONG ... "NAMSANG" ... Monday, 30th Aug. at 3 p.m.
STRAITS & CALCUTTA ... "YANSHING" ... Wednesday, 1st Sept. at Noon.	TSINGTAU via SHANGHAI ... "MAUSANG" ... Wednesday, 1st Sept. at Noon.
SANDAKAN ... "CHIPSANG" ... Friday, 3rd Sept. at Noon.	TIENTSIN ... "LAISANG" ... Tuesday, 7th Sept. at 7 a.m.
KOBE via MOJI ... "FOOKSANG" ... Wednesday, 15th Sept. at 3 p.m.	STRAITS & CALCUTTA ... "FOOKSANG" ... Wednesday, 15th Sept. at 3 p.m.

For Freight or Passage, apply to—

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GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Discharges	Leaves H'kong.
"GLENAMORY" ...	24th Aug.	"PEMBROKESHIRE" ...	3 p.m. 21st Aug.	
"GLENABBY" ...	2nd Sept.	London, Rotterdam & Hamburg via Oran.		
"GLENAPP" ...	18th "			
"GLENSHANE" ...	5th Oct.	"GLENOGLE" ...	22nd Sept.	
"CARMARTHENSHIRE" ...	16th "	London, Rotterdam & Hamburg.		
"GLENBEG" ...	23rd "			

Movements are subject to change without notice.

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THE GLEN LINE, LTD., AGENTS.

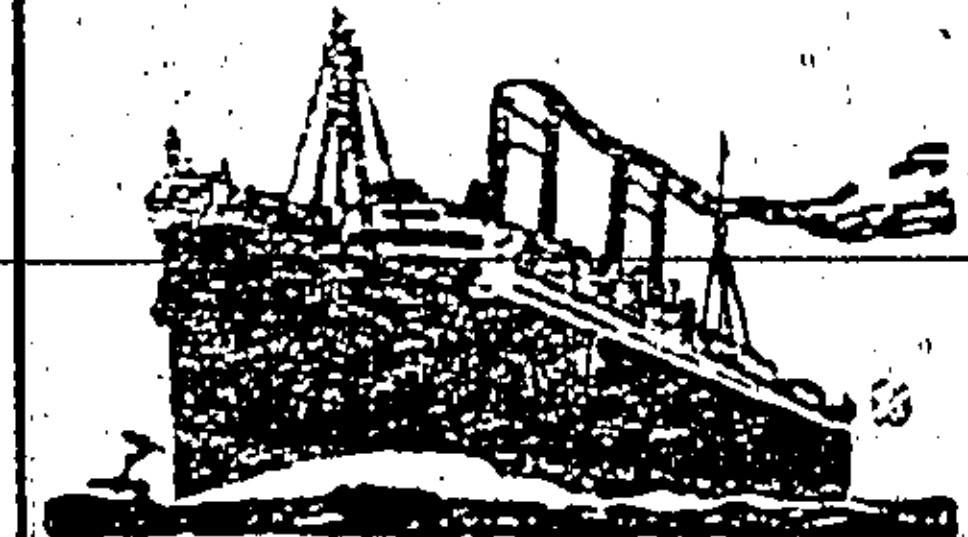
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STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
* ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
* M.S. "FULDA" ...	7th August, 1926	22nd August, 1926.
* M.S. "KONIGSBERG" ...	8th September, "	16th October, "
* M.S. "TRIEB" ...	6th October, "	13th November, "
* M.S. "SAARBRUECKEN" ...	8th November, "	11th December, "
* M.S. "COBLENZ" ...	2nd December, "	8th January, 1927.
* M.S. "YORK" ...	30th December, "	6th February, "
* M.S. "FULDA" ...	27th January, 1927.	6th March, "

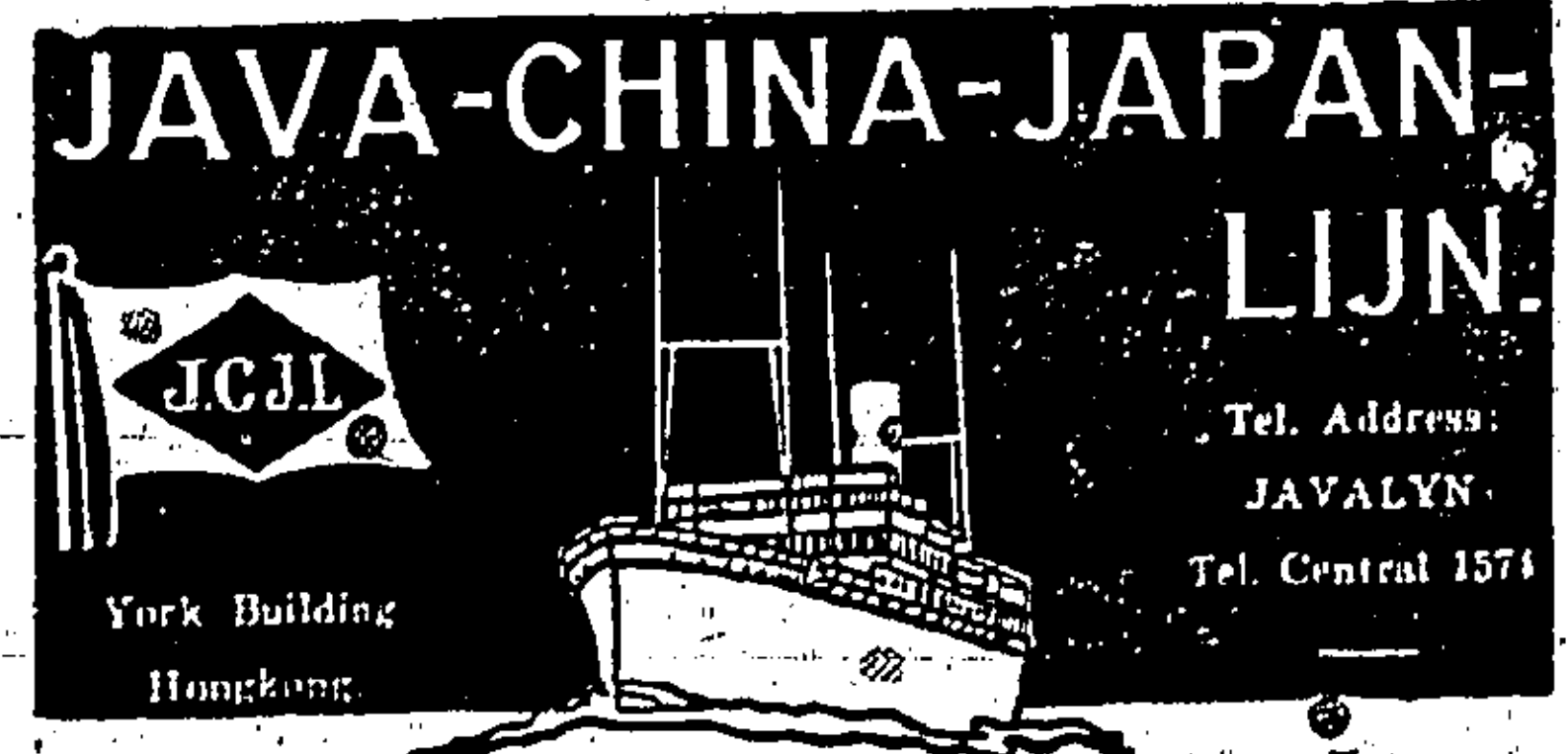
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REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	JAVA	1st Port	17th Aug.	JAVA
CEYLON	JAVA	14th Aug.	18th Aug.	SHANGHAI & NORTH CHINA
TJITAROEM	JAVA & M'KAR.	19th "	20th "	BATAVIA
TJITANOEK	N. CHINA & AMOY	19th "	20th "	BATAVIA
BARON	JAVA	21st "	22nd "	SHANGHAI
ADROSSAN	BATAVIA	22nd "	24th Aug.	BATAVIA
TJIKARANG	SHANGHAI	23rd "	25th "	BATAVIA
STRAITHLONG	JAVA	25th "	26th "	SHANGHAI
TJISALAK	N. CHINA & AMOY	30th "	3rd Sept.	M'KAR & JAPA
TJISAROKA	BATAVIA	5th Sept.	8th "	SHANGHAI
TJIKARANG	SHANGHAI	6th "	9th "	BATAVIA
TJITAROEM	NORTH CHINA	16th "	17th "	BATAVIA

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The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon, Cargo taken at through rates to all ports in Netherlands India and Australia.

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(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WAIN & Co., London.)

Sailings from Hongkong
M.V. "SPRINGBANK" ... Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF MELBOURNE" ... From Hongkong 5th September.
For Marseilles, Havre, London and Hamburg.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £200. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong October.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Upingtonia.

Through Bills of Lading issued to Beira, Lourenco, too, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Mozambique, Annam, Port Nakh, Indragiri Bay, Walvis Bay, and Madagascar.

AUSTAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
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IMPROVED SERVICE

FAST MOTOR VESSELS

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M.V. "CHINESE PRINCE" ... Leave Hongkong 5th Sept., 1926

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For Freight and Full Particulars, apply to—

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Telephone: Central 3165.

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 19th August, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
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PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KALYAN"	9,144	21st Aug., Noon	Port Sudan, Marsa, Casablanca, L'ion & Antwerp.
"MACEDONIA"	11,089	4th Sept., Noon	Marseilles and London.
"NAGPORE"	5,283	10th Sept.	Marsa, L'ion, Hamburg, B'dam, & Antwerp.
"KIDDEPORE"	5,334	13th Sept.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	18th Sept.	Marseilles, London, Antwerp & Hull.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOREA"	10,913	18th Oct.	Marseilles, London and Antwerp.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Singapore, Penang, Colombo & Bombay.
"DEVANHA"	8,155	23rd Nov.	Marseilles, London and Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,913	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APOAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TAKADA"	6,949	8th Sept.	Singapore, Penang and Calcutta.
"SANTHIA"	7,754	12th Sept.	do.
"TILAWA"	10,005	20th Sept.	do.
"TALAMBA"	9,013	28th Sept.	do.
"SHIRALA"	7,841	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,958	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	do.
"ARAFURA"	6,000	29th Oct.	do.

* Calls at Kolambagan.
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hoio, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports, en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"TAKADA"	6,949	17th Aug., 6 a.m.	Amoy, Moji, Kobe and Osaka.
"KIDDEPORE"	5,334	18th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	23rd Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,005	29th Aug.	Yokohama only.
"NAGPORE"	5,283	3rd Sept.	Shanghai, Moji & Kobe.
"TALAMBA"	9,013	10th Sept.	Shanghai and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,913	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji & Kobe.
"TANDA"	6,958	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	18th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	19th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,913	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,958	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	10,504	17th Feb.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

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AND RETURN

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Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAIHONG" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

Steamship.	Tons.	From Hongkong (about)	Destination.
WEIHAIWEI, CHEFOO & TIENTSIN	...	...	...
AMOY & SINGAPORE	...	...	...
AMOY & SHANGHAI	...	...	...
SHANGHAI & TSINGTAO	...	...	...
BANGKOK	...	...	...
SHANGHAI	...	...	...
AMOY & SHANGHAI	...	...	...
AMOY & SINGAPORE	...	...	...
SHANGHAI	...	...	...
HOIHOW & HAIPHONG	...	...	...
BANGKOK	...	...	...
SHANGHAI & TSINGTAO	...	...	...

For Freight or Passage apply to—

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Agents.

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"CHANGTE" & "TAIPING"

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	SAILING HENCE on or about
CHANGTE	In Port	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

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NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "COBBY CASTLE" ... on or about 19th August.

—LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "FIUME L" ... on or about 4th September.

M.V. "VIMINALE" ... on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "BOSANDRA" ... on or about 7th September.

S.S. "FIUME L" ... on or about 30th September.

M.V. "VIMINALE" ... on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st August.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

Steamship.	Tons.	From Hongkong (about)	Destination.
S.S. "DEUCALION"	...	...	Via Suez Canal 27th August.
S.S. "ANTILLOCHUS"	...	...	Via Suez Canal 10th September.
S.S. "CITY OF EVANSVILLE"	...	...	Via Suez Canal 24th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON. [21]

